

FEDERAL BUREAU OF INVESTIGATION  
FOI/PA  
DELETED PAGE INFORMATION SHEET  
FOI/PA# 1409818-000

Total Deleted Page(s) = 122

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Page 256 ~ Duplicate;

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(Indicate page, name of newspaper, city and state.)

B-2  
THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date: 12/30/94

Edition:

Title:

Character:

or

Classification:

164A-ME-46828

Submitting Office:

Indexing:

**Pilot's atty. says  
FBI violated rules**

The attorney for former Federal Express Corp. pilot Auburn Calloway said Thursday that a federal magistrate erred in saying the FBI stayed within the scope of a federal search warrant when it seized some items from Calloway's home.

In a report filed this month, U.S. Magistrate J. Daniel Breen allowed all items taken from Calloway's apartment on April 8 to be introduced as evidence, except for two items unrelated to the search.

Calloway is charged with attacking three colleagues in the cockpit with a hammer and a spear gun minutes after flight 705 took off on April 7 from Memphis. The three crew members were seriously injured in the attack, but wrestled Calloway to the floor in a frantic midair fight. Calloway, a FedEx employee who was riding as a jumpseat passenger, was also injured in the fight.

Calloway was indicted by a federal grand jury May 17 on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life in prison if convicted.

Calloway's attorney, A C Wharton Jr., disputed Breen's finding that the items would be allowed as evidence even though they were not specifically sought in the search warrant.

Wharton contends that except for material itemized in the warrant, the court should allow only items that were in plain view of FBI agents searching the apartment or items the FBI had reason to believe would be lost.

U.S. Dist. Judge Julia Gibbons has set a Jan. 23 date for the trial.

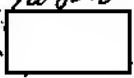
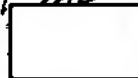
—Chris Conley

164A-ME-46828 - b6  
b7c

131

164A-ME-46828

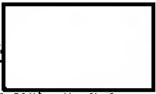
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JUN 15 1968

FBI - MEMPHIS



164A-ME-46828

[REDACTED]

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b7D

[REDACTED] was contacted by SA [REDACTED] on  
January 5, 1995 and advised that FEDEX Flight [REDACTED]

[REDACTED]

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P)

Date 1/18/95

From : SA [REDACTED]  
SQUAD 4

b6  
b7C

Subject: [REDACTED]  
CRIME ABOARD AN AIRCRAFT-  
ASSAULT ON FLIGHT CREW;  
OO: MEMPHIS

On January 5, 1995, Assistant United States Attorney (AUSA), [REDACTED] Western District of Tennessee (WDT), provided attached copy [REDACTED] furnished to Honorable JULIA S. GIBBONS, United States District Court, Western District of Tennessee (WDT), by the UNITED STATES [REDACTED]

b6  
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b7E

This reports advises that [REDACTED] evaluation found captioned subject [REDACTED]  
[REDACTED]

② - Memphis  
[REDACTED]

164A-ME-46828-133

SERIALIZED	[REDACTED]
JAN 18 1995	
FBI - MEMPHIS	[REDACTED]

b6  
b7C

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P)

Date 1/03/95

From : SA [REDACTED]  
SQUAD 4

b6  
b7C

Subject: [REDACTED]  
CRIME ABOARD AN AIRCRAFT-  
ASSAULT ON FLIGHT CREW;  
OO: MEMPHIS

On December 12, 1994, Assistant United States Attorney (AUSA), [REDACTED] Western District of Tennessee (WDT), provided attached Report and Recommendation issued by J. DANIEL BREEN, United States Magistrate Judge, WDT. This report addresses his recommendation of finding to a Suppression Hearing on items seized by the FBI on April 8, 1994 at captioned subjects apartment. The recommendation was sent to JULIA S. GIBBONS, United States District Court Judge, WDT for her final ruling on the matter.

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② - Memphis

[REDACTED]

164A-ME-46828-134

SEARCHED	INDEXED
SERIALIZED	FILED
JAN 10 1995	
FBI - MEMPHIS	

[REDACTED]

b6  
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FBI

## TRANSMIT VIA:

☐ Teletype  
☐ Facsimile  
☐ \_\_\_\_\_

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☐ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☐ UNCLAS E F T O  
☐ UNCLAS

X AIRTEL

Date 1/12/95

TO : DIRECTOR, FBI, ENGINEERING AND RESEARCH FACILITY,  
 QUANTICO, AUDIO-VIDEO PROCESSING PROGRAM,  
 (ATTN: [REDACTED])

FROM : SAC, MEMPHIS (164A-ME-46828) (P)  
 SQUAD 4

SUBJECT : [REDACTED]  
 CRIME ABOARD AIRCRAFT-  
 ASSAULT ON FLIGHT CREW  
 (OO: MEMPHIS)

Reference Memphis teletype to Director dated  
 4/7/94.

Enclosed for the Bureau under separate cover, is  
 Memphis Bulky exhibit, 164A-ME-46828-1B26, consisting of two  
 audio cassette tapes labeled Cockpit Voice Recorder (CVR)  
 Federal Express Flight 705.

REQUEST OF THE BUREAU, ENGINEERING & RESEARCH FACILITY,  
 QUANTICO, AUDIO-VIDEO PROCESSING PROGRAM:

Conduct analysis of enclosed audio cassette tape to

[REDACTED]

For information of the Bureau, on 4/7/94, captioned  
 subject, an off duty pilot for FEDEX flying jump seat to San  
 Jose, California from Memphis, aboard FEDEX Flight 705 (FE-  
 705), attacked the three man flight crew utilizing four  
 hammers and a spear gun. [REDACTED] was eventually subdued by  
 the crew after

3 - Bureau (Encs. 1 with 2 items) [REDACTED]  
 (1 - package copy)  
 (2) - Memphis [REDACTED]

SEARCHED  
 SERIALIZED  
 INDEXED  
 FILED

Approved: \_\_\_\_\_ Transmitted \_\_\_\_\_ Per \_\_\_\_\_  
 (Number) (Time)

164A-ME-46828-135



a struggle that lasted until the plane had returned to Memphis and landed. All four individuals involved in this incident

Evidence gathered by Memphis FBI subsequent to this incident indicates [ ] intended to commit suicide by crashing the plane and making it appear to be an accident. [ ] has been indicted federally for Attempted Air Piracy, and faces a sentence of life in prison if convicted. Intense media interest has been generated by this incident, and the subsequent judicial proceedings that have followed.

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The United States Attorney's office for the Western District of Tennessee, anticipates [ ] defense team to employ a strategy [ ] actions. Consequently, the FE-705 CVR, which captures the entire incident, has taken on added importance.

On the tape, soon after the initial attack, [ ] can be heard in the background issuing several commands and threats to the crew. At the time of these utterances, [ ] is standing outside the cockpit, and consequently, his remarks are faint. The Assistant United States Attorney (AUSA) prosecuting the case feels that the jury's ability to hear clearly these statements will be very important in demonstrating that [ ] was not operating in a delusional state at the moment of the attack.

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Any questions concerning Memphis's request should be directed to SA [ ] telephone number: 901/747-4300. Trial has been set for February 21, 1995.

REQUEST OF THE BUREAU, ENGINEERING & RESEARCH FACILITY, QUANTICO, AUDIO-VIDEO PROCESSING PROGRAM:

Conduct analysis of enclosed cassette tape to

b7E

Investigation at Memphis continues.

164A-ME-46828-136



b6  
b7C

- 1 CASSETTE TAPES LABELLED COCKP  
2 ONE CASSETTE TAPE WITH COMMUN  
3 ONE CASSETTE TAPE, JUMPSEAT C  
4 ONE ORANGE METAL BOX LABELED  
5 ONE ORANGE METAL BOX LABELED  
6 ONE BOX CONTAINING CLOTHS WOR  
7 ONE GUITAR CASE CONTAINING ON  
8 ONE BOX CONTAINING VARIOUS IT  
9 ONE GREEN BAG CONTAINING PERS  
10 MISC TRASH FOUND IN TEH AIRCR  
11 THREE NAVY BLUE BLAZERS WITH  
12 ONE NAVY BLUE JACKET WITH FEDE  
13 ONE ORIGINAL COMPUTER PRINTOUT  
14 ONE YELLOW ENVELOPE CONTAINING  
15 ONE YELLOW LEGAL PAD CONTAININ  
16 ORIGINAL FORMS CONCERNING HAZA  
17 ONE YELLOW ENVELOPE CONTAINING  
18 HANDWRITTEN NOTE - "FRIDAY", "  
19 ONE ENVELOPE CONTAINING PERSON  
20 BAG1-FEDEX MEDICAL CARD, COMM.  
21 SUBSCRIBER RECORDS (SOUTH CEN  
22 USAA INSURANCE POLICY RE AUBU  
23 MET LIFE INSURANCE POLICY RE  
24 ALL 1ST TN FINANCIAL RECORDS R  
25 AUDIO CASSETTE COPY LABELED "C  
26 PHOTOS AND NEGS OF MEMPHIS INT  
27 PAINE WEBBER INVESTMENT ACCOUN  
28 GLASSES, ID CARDS, FOUND IN FE  
29 AIRCRAFT MAINTENANCE LOGS RE F  
30 ACCT INFO [REDACTED]  
31 COMPLETE MEDICAL RECORDS RE FO  
32 COPY OF COMPLETE PERSONNEL FIL  
33 TOWER TAPE  
34 CENTER TAPE  
35 VIDEO TAPE [REDACTED]  
36 PICTURES/VICTIMS @ HOSP.  
37 PICTURES/SEARCH  
38 PICTURES/CRIME SCENE-MPD  
39 PICTURES/CRIME SCENE-FBI  
40 [REDACTED] MILITARY RECORDS

On 1/25/95, [REDACTED] was present at the Memphis FBI Office for the purpose of reviewing the above listed items.

164A-ME-46828-136

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P)

Date 1/24/95

From : SA [REDACTED]  
SQUAD 4

b6  
b7C

Subject: [REDACTED]  
CRIME ABOARD AN AIRCRAFT-  
ASSAULT ON FLIGHT CREW;  
OO: MEMPHIS

On January 24, 1994, Assistant United States Attorney (AUSA), [REDACTED] Western District of Tennessee (WDT), provided the three attached reports that he received [REDACTED]

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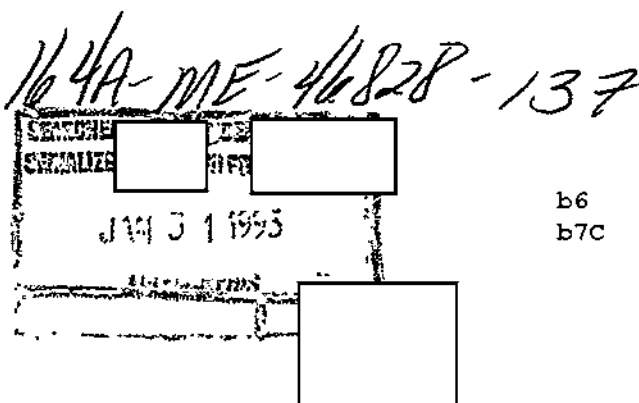
These reports include:

1. Notes from counseling sessions [REDACTED] at PEOPLE HELP, a psychological counseling service contracted by FEDEX Corporation for their employees.
2. Letter from [REDACTED] Clinical Psychologist, who examined [REDACTED] in June, September, and November of 1994.
3. Letter from [REDACTED] a social worker at the Cowell Student Health Center, Stanford University.

b6  
b7C

② - Memphis

(2)



b6  
b7C

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 1/9/95

From :

b6  
b7C

Subject:

CRIME ABOARD AN AIRCRAFT -  
ASSAULT ON FLIGHT CREW  
(OO: MEMPHIS)

1. Date case file opened: 4/7/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

  
(1)  

164A-ME-46828-138

b6  
b7C

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 1/13/95

From :

b6  
b7C

Subject:

CRIME ABOARD AN AIRCRAFT -  
ASSAULT ON FLIGHT CREW  
(OO: MEMPHIS)

1. Date case file opened: 4/7/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

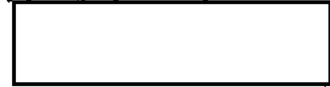
(1)

164A-ME-46828-139  
193

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SERIALIZED	
JAN 16 1995	
<input type="text"/>	

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b7C

164A-ME-46828-140



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription

2/2/95

[redacted] was contacted at his place of employment, 2005 Corporate Avenue, Memphis, Tennessee. Also present was [redacted] FEDEX CORPORATION. After being advised of the nature of the interview, and the identity of the interviewing agents, [redacted] provided the following information:

b6  
b7C

[redacted] advised that [redacted]

[redacted]

b6  
b7C

During August 1994, [redacted] was telephonically contacted by someone from Springfield, Missouri, who wanted to question him [redacted] was hesitant to get involved

b6  
b7C

Investigation on 2/2/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-140  
by SA'S [redacted] Date dictated 2/2/95

b6  
b7C



164A-ME-46828

Continuation of FD-302 of

[REDACTED]

, On 2/26/95, Page 2 b6  
b7C

because he did not feel [REDACTED] and never  
returned the call.

About 4 months ago, [REDACTED] was surprised when he  
received a telephone call [REDACTED]

b6  
b7C

[REDACTED]

The following descriptive data was obtained through  
observation and interview:

NAME:  
RACE:  
SEX:  
DOB:  
SSAN:  
EMPLOYMENT:

RESIDENCE:

[REDACTED]

b6  
b7C

[REDACTED] FEDEX CORPORATION  
2035 MONTREAT DR., MEMPHIS,  
TENNESSEE [REDACTED]

164A-ME-46828 ✓

[REDACTED]  
(2)

b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] ON  
February 3, 1995, and advised that FEDEX employee [REDACTED]  
[REDACTED] would be present at the FEDEX Legal Complex located at  
2005 Nonconnah Blvd., Memphis, Tennessee on March 6, 1995.

164A-ME-46828-  
[REDACTED] b6  
[REDACTED] b7C

164-ME-44828-141

SEARCHED	[REDACTED]	INDEXED	[REDACTED]
SERIALIZED	[REDACTED]	FILED	[REDACTED]
FBI - [REDACTED]		[REDACTED]	

b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/31/95

[redacted] WEBSTER SAFE &  
LOCK COMPANY INC., 3020 Millbranch, Memphis, Tennessee, telephone  
number, [redacted] was contacted at his place of employment  
and provided the following information:

b6  
b7C

About a year and a half ago, [redacted]  
[redacted]

[redacted] recalled that [redacted]  
[redacted]

b6  
b7C

(telephonically)

Investigation on 1/31/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 - 141by SA [redacted] Date dictated 1/31/95b6  
b7C

164A-ME-46828-142



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/1/95

On February 1, 1995, [REDACTED] FEDEX  
CORPORATION [REDACTED]  
Memphis, Tennessee, telephone number, [REDACTED]  
contacted writer and provided the following information:

b6  
b7Cb6  
b7C

(telephonically)

Investigation on 2/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 - 142by SA [REDACTED] Date dictated 2/1/95b6  
b7C

164A-ME-46BR 143

b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/30/94

On January 30, 1995, [REDACTED]

[REDACTED] FEDEX CORPORATION, 2861  
Sprankel, Memphis, Tennessee, telephone number, [REDACTED] was  
provided with one (1) reel tape labeled "DFDR TAPE ORIGINAL".

b6  
b7C

[REDACTED] signed an executed FD-597 Receipt of Property  
form and was provided a copy. The original form is being  
maintained at the Memphis office of the Federal Bureau of  
Investigation (FBI). [REDACTED] promised to contact the Memphis FBI  
upon completion of the analysis of the tape, and completion of a  
video representation of the digital information that it contains.

Investigation on 1/30/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -143

by SA [REDACTED] Date dictated 1/30/95

b6  
b7C



164A ME 46828-144

SEARCHED	[REDACTED]	INDEXED	[REDACTED]
SERIALIZED	[REDACTED]	FILED	[REDACTED]
JUN 1968		[REDACTED]	
FBI - MEMPHIS			

b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 1/26/95

[redacted] was contacted at her residence,  
telephone number: [redacted] After being advised of the  
identity of the interviewing agent, and the nature of the  
interview, [redacted] provided the following information:

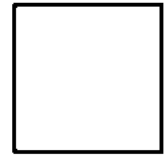
b6  
b7Cb6  
b7C

(telephonically)  
Investigation on 1/26/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 - 144  
by SA [redacted] Date dictated 1/26/95

b6  
b7C

164A ME-46828-

145



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription

2/1/95

[redacted] FEDEX CORPORATION,  
employee number [redacted] contacted writer and provided the  
following information:

b6  
b7C

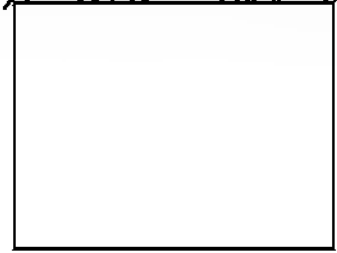
[Large redacted area]

(telephonically)

Investigation on 2/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -145by SZ [redacted] Date dictated 2/1/95 b6  
b7C

164A-ME-26828

146



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/1/95

[redacted] FEDEX CORPORATION [redacted]  
telephonically contacted the Memphis Office of the Federal Bureau  
of Investigation (FBI). [redacted] advised that he resides at [redacted]  
[redacted] Tennessee, telephone number,  
[redacted]

b6  
b7Cb6  
b7C

(telephonically)

Investigation on 2/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -146by S. [redacted] Date dictated 2/1/95b6  
b7C

164A-NE-26828-

147

b6  
b7C



164A-ME-46828

b6  
b7C

On February 1, 1995, the following investigation was conducted by SA [redacted] Memphis Division:

[redacted] was telephonically contacted at his residence, [redacted] telephone number, [redacted] advised that he is employed as [redacted] FEDEX. In late March 1994, he responded to an ad placed in the FEDEX bulletin board [redacted]

b6  
b7C

[redacted] came to an agreement [redacted]

b6  
b7C

164A-ME-46828-147



164A-ME-46828-148



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/6/95

[redacted]  
telephone number, [redacted] telephonically contacted writer  
from her residence, and provided the following information:

[redacted]

b6  
b7Cb6  
b7C

(telephonically)

Investigation on 2/6/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-148by SA [redacted] Date dictated 2/6/95b6  
b7C

164A-ME-46828 ✓

[REDACTED]  
(2)

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b7C  
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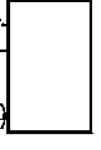
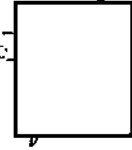
[REDACTED] was contacted by SA [REDACTED] on February 6, 1995, and advised that FEDEX employee [REDACTED] would be present at the FEDEX Legal Complex located at 2005 Nonconnah Blvd., Memphis, Tennessee on March 6, 1995.

164A-ME-46828  
[REDACTED] 148X1

b6  
b7C



164 ME-46828-149



FILED

199

b6  
b7C

FILED

REPORT OF THE  
INFORMATION RESOURCES DIVISION  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

To: SAC, Memphis (Squad 4)

February 8, 1995

FBI File No. 164A-ME-46828

Lab No. 50118023 E QZ  
50124025 E QZ

Reference: Airtels dated January 12, 1995 and January 20, 1995

Your No.

Re

CRIME ABOARD AIRCRAFT-  
ASSAULT ON FLIGHT CREW

b6  
b7C

Specimens received: January 17, 1995, under Laboratory Number  
50118023 E QZ

Qc1 One Maxell [redacted] audio cassette  
marked in part "COCKPIT AREA MIC" on side A

b7E

Qc2 One Maxell [redacted] audio cassette  
marked in part "L: COCKPIT AREA MIC" on side A

Specimen received: January 23, 1995, under Laboratory Number  
50124025 E QZ

Q3 One partially-filled 5-inch reel of 0.25-inch-wide  
audio tape marked in part "FED EXPRESS"

Result of examination:

[redacted]

b7E

[redacted] No copies were prepared of specimens Qc1 and  
Qc2, as they are designated as copies of specimen Q3.

Page One

(CONTINUED - OVER)

This Report Is Furnished For Official Use Only

To obtain the best transcriptions and aural intelligibility, the enhanced copies should be played back on good quality tape recorders and listened to with headphones.

[redacted] conducted the enhancement examination.

b6  
b7c

Specimens Qc1 through Q3, and the enhanced copies were forwarded to your office on January 27, 1995, via Federal Express.

REPORT OF THE  
INFORMATION RESOURCES DIVISION  
FEDERAL BUREAU OF INVESTIGATION  
WASHINGTON, D. C. 20535

✓ To: SAC, Memphis (Squad 4)

February 8, 1995

FBI File No. 164A-ME-46828

Lab No. 50118023 E QZ  
50124025 E QZ

Reference: Airtels dated January 12, 1995 and January 20, 1995

Your No.

Re:

CRIME ABOARD AIRCRAFT-  
ASSAULT ON FLIGHT CREW

b6  
b7C

Specimens received: January 17, 1995, under Laboratory Number  
50118023 E QZ

- Qc1 One Maxell [redacted] audio cassette  
marked in part "COCKPIT AREA MIC" on side A
- Qc2 One Maxell [redacted] audio cassette  
marked in part "L: COCKPIT AREA MIC" on side A

b7E

Specimen received: January 23, 1995, under Laboratory Number  
50124025 E QZ

- Q3 One partially-filled 5-inch reel of 0.25-inch-wide  
audio tape marked in part "FED EXPRESS"

Result of examination:

[redacted]

b7E

[redacted] No copies were prepared of specimens Qc1 and  
Qc2, as they are designated as copies of specimen Q3.

Page One

(CONTINUED - OVER)

This Report Is Furnished For ~~Official Use Only~~

164-ME-46828-149

FBI

## TRANSMIT VIA:

☒ Teletype  
☐ Facsimile  
☐ AIRTEL

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☒ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☒ UNCLAS E F T O  
☐ UNCLAS

Date 3/3/95

FM FBI MEMPHIS (164A-ME-46828) (P)

TO DIRECTOR FBI/ROUTINE/

LOS ANGELES/ROUTINE/

SAN DIEGO/ROUTINE/

BT

UNCLAS E F T O

CITE: //3440//

PASS: SIOC, VCMOP.

SUBJECT: [REDACTED] CRIME ABOARD AIRCRAFT -  
 ASSAULT ON FLIGHT CREW; OO: ME.

RE TELCALLS ON 3/2/95 BETWEEN SA [REDACTED]  
 MEMPHIS DIVISION, SA [REDACTED] SAN DIEGO DIVISION,  
 AND [REDACTED] LOS ANGELES DIVISION.

CAPTIONED MATTER IS SCHEDULED FOR TRIAL ON 3/20/94.

DEFENSE ATTORNEYS [REDACTED] HAVE INDICATED THAT [REDACTED]

AUTOMAT [REDACTED]  
 MANUALS [REDACTED]  
 SERIALIZE [REDACTED]  
 INDEXED [REDACTED] FILE [REDACTED]

Approved: [REDACTED]

Original filename: [REDACTED]

Time Received: 0

Telprep filename: [REDACTED]

MRI/JULIAN DATE: 26/063ISN: 001FOX DATE & TIME OF ACCEPTANCE: 0025Z 3/3/95 [REDACTED]b6  
b7Cb6  
b7Cb6  
b7C

164A-ME-46828-150  
 002W.062  
 00250.062



^PAGE 2 DE ME (164A-ME-46828) UNCLAS E F T O

ASSISTANT UNITED STATES ATTORNEY (AUSA) [REDACTED]

b6  
b7c

WESTERN DISTRICT OF TENNESSEE, ADVISED THAT BOTH SAS

[REDACTED] ARE SCHEDULED TO TESTIFY AS REBUTTAL  
WITNESSES IN THE EVENT THE FAMILY MEMBERS THEY INTERVIEWED  
TESTIFY FOR THE DEFENSE.

AUSA [REDACTED] REQUESTED THAT BOTH BE AVAILABLE IN MEMPHIS  
FOR CONFERENCE TO REVIEW TESTIMONY AT 4:00 PM ON 2/23/95, AND  
THAT THEY BE AVAILABLE FOR TESTIMONY AT TRIAL THEREAFTER.

b6  
b7c

SAS [REDACTED] SHOULD CONTACT SA [REDACTED]

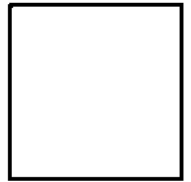
[REDACTED] FOR ADDITIONAL INFORMATION.

BT

164A-ME-46828-157



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/13/94

On February 13, 1995, [REDACTED]

[REDACTED] FEDEX CORPORATION, 2861  
Sprankel, Memphis, Tennessee, telephone number, [REDACTED]  
provided one (1) reel tape labeled "DFDR TAPE ORIGINAL" to SA  
[REDACTED]

b6  
b7C

[REDACTED] signed an executed FD-597 Receipt of Property  
form and was provided a copy. The original form is being  
maintained at the Memphis office of the Federal Bureau of  
Investigation (FBI).

Investigation on 1/30/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-151by SA [REDACTED] Date dictated 1/30/95b6  
b7C

(Indicate page, name of newspaper, city and state.)

A-11  
THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date: 2/8/95

Edition:

Title:

Character: 164A-ME-46828  
or  
Classification:  
Submitting Office:

Indexing:

(Mount Clipping in Space Below)

## Calloway wants to cite mental ills, lawyer says

By Chris Conley  
The Commercial Appeal

Former Federal Express flight engineer Auburn Calloway will try to introduce a family history of mental illness into his upcoming criminal trial, his attorney said Tuesday.

Calloway is charged in U.S. District Court with attacking three FedEx crew members with a hammer and a spear gun during a hijack attempt. His trial is scheduled to begin Feb. 21.

Calloway's attorney, A C Wharton, sought permission from U.S. Dist. Judge Julia Gibbons to delve into Calloway's family history as part of an insanity defense. Gibbons said she will rule on Wharton's motion as

such testimony comes up during the trial.

Also Tuesday, Gibbons refused to extend the trial date, as requested by Wharton, but did leave some leeway to grant an additional week or two for preparation.

Calloway was indicted by a federal grand jury last May on charges of attempted air piracy and interfering with a flight crew, and could face 20 years to life if convicted.

He is accused of attacking the three crew members minutes after Flight 705 took off April 7 from Memphis International Airport.

The three crew members and Calloway were seriously injured in the fierce struggle that followed.

164A-ME-46828-152  
b6  
b7C

164A-ME-46828 ✓

[REDACTED]

(2)

b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] on  
February 8, 1995, and advised that FEDEX employees [REDACTED]

[REDACTED]

164A-ME-46828-  
[REDACTED] [REDACTED] 7529

b6  
b7C

[REDACTED]

164A-ME-46828✓

[REDACTED]

(2)

b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] on  
February 13, 1995, and advised that FEDEX employees [REDACTED]

[REDACTED]

152X2

164A-ME-46828-

b6  
b7C

[REDACTED]

[REDACTED]

164A-ME-46828 ✓

(2)

b6  
b7C  
b7D

[redacted] was contacted by SA [redacted] on  
February 16, 1995, and advised that FEDEX employees [redacted]  
[redacted]

164A-ME-46828-  
[redacted] 152X3

b6  
b7C



164A-ME-46828-154

SEARCHED	[REDACTED]	[REDACTED]
SERIALIZED	[REDACTED]	[REDACTED]
INDEXED	[REDACTED]	[REDACTED]
FILED	[REDACTED]	[REDACTED]

b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/6/95

[redacted] white male, date of birth, [redacted] Social Security Account Number (SSAN), [redacted] FEDEX Corporation, Memphis, Tennessee was served a United States District Court trial subpoena at approximately 2:00 p.m. at the FEDEX Corporate Legal office, Memphis, Tennessee. This subpoena commands his appearance at 9:00 a.m., on March 20, 1995, at the United States District Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would wait to be contacted by Assistant United States Attorney (AUSA) [redacted] for further information. [redacted] advised that he could be contacted

b6  
b7C

[redacted] A copy of the subpoena is attached herewith:

Investigation on 3/6/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-154

by SA [redacted] Date dictated 3/6/95

b6  
b7C

164A-ME-46828



156

b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/6/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis, Tennessee was  
served a United States District Court trial subpoena at  
approximately 3:00 p.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands his appearance at  
9:00 a.m., on March 20, 1995, at the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information. A copy of the subpoena is attached  
herewith:

Investigation on 3/6/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-156

by S/ [redacted] Date dictated 3/6/95

b6  
b7C

164A-ME-46828-158



b6  
b7C

—



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis Tennessee was  
served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

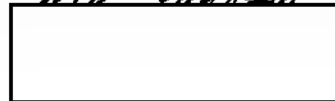
b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 11:00  
a.m., at the USA's office for further information.

Investigation on 3/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-158  
by SA [redacted] Date dictated 3/1/95

b6  
b7C

164A-ME-24228-160



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/3/95

[redacted] white female, date of birth [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis, Tennessee  
was served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands her appearance at  
[redacted] at the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that she would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information.

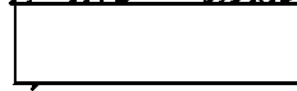
b6  
b7C

Investigation on 3/3/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828- 160

by S [redacted] Date dictated 3/3/95

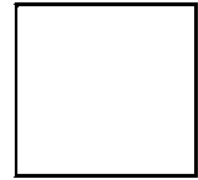
b6  
b7C

164A-ME-Hes28



162

b6  
b7C





## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis Tennessee was  
served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands his appearance at  
[redacted] at the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 11:00  
a.m., at the AUSA's office for further information.

b6  
b7C

Investigation on 3/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 - 1602

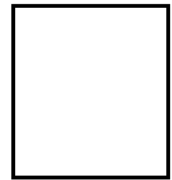
by [redacted] Date dictated 3/1/95

b6  
b7C

164A-ME-2622P



b6  
b7C  
164



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth. [redacted]  
Social Security Account Number (SSAN), [redacted]  
[redacted] Memphis Tennessee was served a  
United States District Court trial subpoena at approximately  
10:00 a.m. at 6410 Poplar, Suite 600. Memphis. Tennessee. This  
subpoena commands his appearance [redacted]  
at the United States District Court, 167 North Main Street,  
Memphis, Tennessee.

b6  
b7C

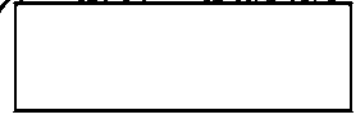
[redacted] advised that he would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-164  
by [redacted] Date dictated 2/23/95

b6  
b7C

164A-ME-16822-1/1



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white female, date of birth [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis Tennessee was  
served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands her appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that she would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 10:00  
a.m., at the USA's office for further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-166  
by S [redacted] Date dictated 2/23/95

b6  
b7C

164A-ME-46828

168



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth, [redacted]  
Social Security Account Number (SSAN), [redacted]

b6  
b7C

[redacted] FEDEX Corporation, Memphis Tennessee was served a United States District Court trial subpoena at approximately 10:00 a.m. at the FEDEX Corporate Legal office, Memphis, Tennessee. This subpoena commands his appearance [redacted] at the United States District Court, 167 North Main Street, Memphis, Tennessee.

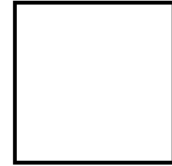

[redacted] advised that he would contact Assistant United States Attorney (AUSA) [redacted] on March 14, 1995 at 9:00 a.m., at the USA's office for further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-168  
by [redacted] Date dictated 2/23/95

b6  
b7C

164A-ME-4687P-170



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/3/95

[redacted] white female, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis, Tennessee was served  
a United States District Court trial subpoena at approximately  
10:00 a.m. at the FEDEX Corporate Legal office, Memphis,  
Tennessee. This subpoena commands her appearance [redacted]  
[redacted] at the United States District Court, 167 North  
Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that she would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information. A copy of the subpoena is attached  
herewith:

b6  
b7C

Investigation on 3/3/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-170  
by SA [redacted] Date dictated 3/3/95

b6  
b7C

164A-NE-110272-  
[Redacted] 172



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth, [redacted]  
Social Security Account Number (SSAN), [redacted]  
[redacted] Memphis Tennessee was served a United  
States District Court trial subpoena at approximately 10:00 a.m.  
at 4990 Poplar, Memphis, Tennessee. This subpoena commands his  
appearance [redacted] at the United States  
District Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -172  
by [redacted] Date dictated 2/23/95

b6  
b7C

164A-ME-11428-1  
[Redacted Box] 174<sup>b6</sup>  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/6/95

[redacted]  
[redacted] Memphis Tennessee was served a United States District Court trial subpoena at approximately 12:00 a.m. at 2203 Lamar, Memphis, Tennessee. This subpoena commands his appearance [redacted] at the United States District Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United States Attorney (AUSA) [redacted] for further information on 3/15/95 at 10:00 a.m. [redacted] can be reached at telephone number [redacted]. A copy of this subpoena is attached herewith:

b6  
b7C

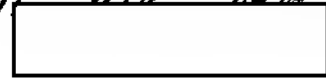
Investigation on 3/6/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 *174*

by

[redacted]

Date dictated 3/6/95b6  
b7C

164A ME-1682P



176<sup>b6</sup><sub>b7C</sub>



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/3/95

[redacted] white male, date of birth [redacted]  
Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis, Tennessee was  
served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

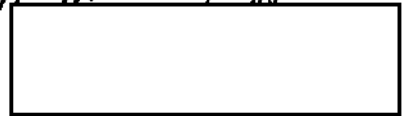
[redacted] advised that he would wait to be contacted by  
Assistant United States Attorney (AUSA) [redacted] for  
further information. A copy of the subpoena is attached  
herewith:

b6  
b7C

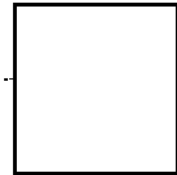
Investigation on 3/3/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828  
by [redacted] Date dictated 3/3/95

b6  
b7C

164A-ME-4688-178



b6  
b7C





## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/1/95

[redacted] white male, date of birth, [redacted]  
Social Security Account Number (SSAN), [redacted]  
[redacted] FEDEX Corporation, Memphis Tennessee was  
served a United States District Court trial subpoena at  
approximately 10:00 a.m. at the FEDEX Corporate Legal office,  
Memphis, Tennessee. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 17, 1995 at 1:00  
a.m., at the AUSA's office for further information.

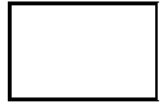
b6  
b7C

Investigation on 3/1/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -178

by S/ [redacted] Date dictated 3/1/95

b6  
b7C

164A-ME-46828-180



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/6/95

[redacted] white male, date of birth [redacted]  
Social Security Account Number (SSAN), [redacted] FEDEX  
Corporation, Memphis, Tennessee was served a United States  
District Court trial subpoena at approximately 9:00 a.m. at the  
FEDEX Flight Operations office, Memphis, Tennessee. This  
subpoena commands his appearance [redacted]  
at the United States District Court, 167 North Main Street,  
Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] at the AUSA'S office on  
March 15, 1995 at 9:00 a.m. for further information. A copy of  
the subpoena is attached herewith:

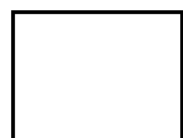
b6  
b7C

Investigation on 3/5/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -180

by [redacted] Date dictated 3/6/95

b6  
b7C

164A-ME-114828-182



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/27/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
FEDEX Corporation, Memphis Tennessee was served a United States  
District Court trial subpoena at approximately 10:00 a.m. at the  
Memphis office of the Federal Bureau of Investigation (FBI) 225  
North Humphreys Blvd. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 9:00  
a.m., at the USA's office for further information.

b6  
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Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -182

by [redacted] Date dictated 2/23/95

b6  
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124A ME-44828-184



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## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/27/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN) [redacted]  
FEDEX Corporation, Memphis Tennessee was served a United States  
District Court trial subpoena at approximately 10:00 a.m. at the  
Memphis office of the Federal Bureau of Investigation (FBI) 225  
North Humphreys Blvd. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 9:00  
a.m., at the USA's office for further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -184

by [redacted] Date dictated 2/23/95

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*Not a member*

186

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b7C





## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/23/95

[redacted] white female, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
[redacted] Memphis Tennessee. [redacted] was served a United  
States District Court trial subpoena at approximately 3:15 p.m.  
at her place of employment which commands her appearance [redacted]  
[redacted] at the United States District Court, 167  
North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that she would contact Assistant United  
States Attorney [redacted] on March 13, 1995 at 9:00 a.m.,  
at his office for further information.

b6  
b7C

Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-186

by

[redacted]

Date dictated 2/23/95b6  
b7C

164A ME-16828-  
188



b6  
b7C

## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 2/27/95

[redacted] white male, date of birth, [redacted]  
[redacted] Social Security Account Number (SSAN), [redacted]  
FEDEX Corporation, Memphis Tennessee was served a United States  
District Court trial subpoena at approximately 10:00 a.m. at the  
Memphis office of the Federal Bureau of Investigation (FBI) 225  
North Humphreys Blvd. This subpoena commands his appearance at  
[redacted] the United States District  
Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United  
States Attorney (AUSA) [redacted] on March 13, 1995 at 9:00  
a.m., at the USA's office for further information.

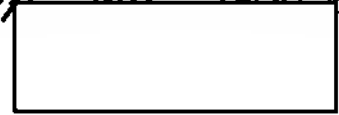
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Investigation on 2/23/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828 -188

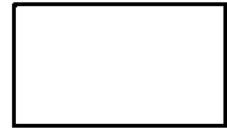
by [redacted]

Date dictated 2/23/95b6  
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164A ME 46828-120



b6  
b7C



## FEDERAL BUREAU OF INVESTIGATION

Date of transcription 3/6/95

[redacted]  
[redacted] Memphis Tennessee was served a United States District Court trial subpoena at approximately 10:00 a.m. at his office. This subpoena commands his appearance [redacted] at the United States District Court, 167 North Main Street, Memphis, Tennessee.

b6  
b7C

[redacted] advised that he would contact Assistant United States Attorney (AUSA) [redacted] for further information on 3/15/95 at 10:00 a.m. [redacted] can be reached at telephone number [redacted]. A copy of this subpoena is attached herewith:

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Investigation on 3/6/95 at MEMPHIS, TENNESSEE File # 164A-ME-46828-190

by

[redacted]

Date dictated 3/6/95b6  
b7C

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# Calloway attorneys want trial on sanity separate

By Chris Conley  
The Commercial Appeal

Attorneys for former Federal Express pilot Auburn Calloway said Friday that they want a two-part trial for their client in which his guilt or innocence would be determined first, then his sanity.



Auburn  
Calloway

In a motion filed Friday, A C Wharton, one of Calloway's attorneys, argued that a trial divided to consider guilt or innocence separately from sanity or insanity would prevent prejudicial information

from being put before the jury.

Wharton's motion said Calloway made possibly incriminating statements to government psychiatrists during mental evaluations. Defense attorneys would like to keep any such statements from the jury until Calloway's guilt or innocence is decided. The jury, the motion said, would not be able to effectively screen out such statements and fairly decide guilt or innocence.

Legal experts said the call for such a divided trial was an unusual, but not unprecedented, move.

U.S. Dist. Judge Julia Gibbons said she would consider the motion put forth by Wharton, saying "it's something we need to decide."

Asst. U.S. Atty. John Fowlkes said he had not had time to respond to the motion.

Calloway's trial on charges that he attempted to hijack a FedEx cargo airplane on April 7 is scheduled to begin March 20 with jury selection. He is accused of attacking the three

From Page B1

## Sanity

crew members with a claw hammer and speargun shortly after Flight 705 took off from Memphis International Airport for San Jose, Calif.

State prosecutor Thomas Henderson said Tennessee and federal courts do not use the split-trial procedure sought by Calloway's attorneys. However, he said, most trials where insanity is an issue break down into two parts: the prosecution puts on evidence of guilt. Then the defense puts on the insanity defense, and the prosecution rebuts that with evidence of sanity.

Norval Morris, a criminal law expert at the University of Chicago, said "There is nothing surprising about it (a split trial) ... it should be allowed."

Wharton has said he would try to introduce a family history of mental illness into the trial as part of an insanity defense.

To be successful in proving legal insanity, Wharton and co-attorney Charles Ogletree, a Harvard law professor, will have to show that Calloway did not know right from wrong when the events took place and that he was not criminally responsible for his actions. That is a greater burden than showing merely that Calloway was mentally ill at the time, experts said.

(Indicate page, name of newspaper, city and state ) B-2, B-2

THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date, March 11, 1995

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The jury could be given three verdict options by Gibbons: guilty, not guilty, or not guilty only by reason of insanity. If found not guilty only by reason of insanity, Calloway would be committed to a federal facility until he is able to prove in a court hearing that he is no longer dangerous.

According to Federal Public Defender Terence MacCarthy of the Northern District of Illinois, about 1 percent of those charged in felony cases employ the insanity defense. Of those, fewer than one in four is successful, said McCarthy, who headed an American Bar Association panel on the subject.

"In most insanity cases, the factual basis (of guilt) is overwhelming," he said.

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b7C

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By Mike Maple

Auburn Calloway holds up an envelope in the Federal Building where he appeared in court Monday. He is charged with trying to hijack a Federal Express plane and attacking the plane's crew.

# Jury seated for Calloway trial

Panel will examine hijack charges, and then sanity issue

(Indicate page, name of newspaper, city and state.)

B-1

THE COMMERCIAL APPEAL  
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By Chris Conley  
The Commercial Appeal

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Jurors in the trial of former Federal Express pilot Auburn Calloway first will determine whether he tried to hijack a FedEx airplane and then whether he was legally sane at the time.

U.S. Dist. Judge Julia Gibbons agreed to split the trial into two phases during day one of what is expected to be a two-week trial. Her decision came in response to a motion filed earlier by defense attorneys.

Testimony in the trial is expected to begin today. A jury of nine women and three men was seated late Monday afternoon.

Calloway is charged with at-

tempting to hijack the airplane on April 7 and of attacking the three crew members with a claw hammer and speargun minutes after Flight 705 took off from Memphis International Airport for San Jose, Calif.

He was indicted by a federal grand jury last May on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life if convicted.

In granting the defense motion for a two-phase trial, Gibbons noted that Calloway made "detailed and extensive" statements about the incident to a government psychiatrist after his arrest last April. Those statements will likely be withheld from the first part of the case.

Calloway's attorney, A C Wharton, has argued that including that statement to the psychiatrist in the first part of the trial would prejudice his client's right to a fair hearing.

If the jury finds Calloway was responsible for the attack, it will then consider his sanity. At that point, the defense will have to show that Calloway suffered from a mental disease to the extent that he did not know what he was doing and whether he was doing wrong. Wharton has said he would try to introduce a family history of mental illness into the trial as part of an insanity defense.

Neither Wharton nor Asst. U.S. Atty. John Fowlkes would comment on their strategy in picking a jury. Among those selected were two registered

nurses, two teachers, a machinist, a dispatcher with an express package company, a day care worker, an Internal Revenue Service employee, and a homemaker. Several FedEx employees were excused.

Beyond the usual jury-screening questions, potential jurors were asked whether they or anyone close to them had worked for FedEx, whether they had ever been involved in a legal matter involving the issue of sanity, whether they had any pilot training and how often they flew on commercial airlines. Jurors will not be sequestered.

The trial is expected to include testimony from the three crew members who were seriously injured while subduing Calloway and data from a recording of the events in the cockpit.



(Mount Clipping in Space Below)

# Calloway trial in attack on FedEx jet starting

By Sarah A. Derks  
The Commercial Appeal

The trial of former Federal Express flight engineer Auburn Calloway, accused almost a year ago in an in-air attack against three flight crew members, is scheduled to begin today in federal court.

Jury selection in U.S. District Court begins what could be a captivating trial.

Calloway is accused of attacking three crew members with a claw hammer and spear-gun shortly after Flight 705 took off April 7, 1994, from Memphis International Airport for San Jose, Calif.

In the ensuing days, a tale emerged of harrowing fright and death-defying bravery. Officials have said the crew fought a life-and-death struggle with Calloway.

Pilots James Tucker and Andre Peterson and Capt. David Sanders told authorities their 3:16 p.m. takeoff from Memphis was routine until Calloway, who was riding in the jumpseat, attacked the crew and tried to gain control of the plane. FedEx permits employees to hitch rides.

The plane was 40 miles west of Memphis over Arkansas when the attack started. The flight engineer was attacked first, and the other crew members came to his assistance.

As second officer, Calloway could have flown the airplane. He had worked for FedEx for five years and previously worked for Flying Tigers.

"It was a hell of a fight," FBI special agent Ed Bradberry

From Page B1

## FedEx

said soon after the attack. "He attacked them very viciously ... there was a lot of blood."

The Air Line Pilots Association cited the crew last year for their skill in landing the DC10 and for their bravery.

The crew members have said little publicly about the incident, but fellow pilots say the plane was put through extreme turns and dives.

If convicted of attempted air piracy, Calloway could face life in prison. FedEx fired him after the attack.

Authorities have indicated they found what may have been a suicide note aboard the plane. The contents have not been made public.

Calloway, a 43-year-old Navy veteran, has been described as a devoted father and a civic-minded citizen.

He reportedly faced a disciplinary hearing at the time for allegedly falsifying his credentials when he was hired. The hearing could have resulted in Calloway's firing.

He has undergone tests at the federal medical facility in Springfield, Mo., to determine his mental competency. His attorney, A C Wharton, has not said whether he plans an insanity defense. Calloway also is represented by Harvard law professor Charles Ogletree.

The Associated Press contributed to this story.

(Indicate page, name of newspaper, city and state.) B-1, B-2

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(Indicate page, name of B-1, B-2 newspaper, city and state)

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# Calloway

## put finances in

## order pre-flight

### Witness says he was 'paranoid' about death

By Chris Conley  
The Commercial Appeal

Three days before the in-air attack on three Federal Express crew members, the accused attacker liquidated thousands of dollars in stock and made certain the money would go to his former wife.

Financial broker Paul Mann Wednesday told a federal jury

that Auburn Calloway wanted to make sure the money went to his wife's California address, even if he died before the checks and stock certificates could be sent.

Mann's testimony in Calloway's air piracy trial was part of prosecutors's effort to show that Calloway, a former Federal Express pilot, made a calculated decision to hijack Flight 705 shortly after it took

off from Memphis on April 7.

Three other witnesses Thursday also testified that Calloway talked of dying days before the incident. And David Teague, a Memphis paramedic who talked with Calloway shortly after the plane landed, testified that Calloway told him, "I just went crazy." The brief statement appears to be the sole explanation given to authorities by Calloway.

Mann said he met with Calloway on April 5 and that Calloway liquidated thousands of dollars in stocks and directed that the money and remaining stocks be sent to his ex-wife Patricia in Chula Vista, Calif.

The conversation between the two men was recorded and Calloway is heard saying, "In the event I die between now and the time these checks are sent...?"

Mann assured him the checks would go to the Califor-

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b6

b7C

nia address whatever happens. "Regardless of my death or anything?" Calloway asked.

FedEx employee Cynthia Limberg testified that two days before the attack, Calloway made his two children the beneficiaries of up to \$700,000 in life insurance and wanted her to make sure that his ex-wife was listed as the person to contact in an emergency.

"He appeared to be trying to make sure he knew what he had, and everything was up to

date in case something happened," Limberg said. She told the FBI that Calloway seemed "paranoid" about dying.

FBI agent Joanne Overall said that a search of Calloway's apartment the day after the attempted takeover yielded a will that had been changed April 5, a list of the crew members on Flight 705 and a list that included the words "hammers," "shells," "dive knife."

Calloway's former supervi-

Kathleen Bench, a pilot in Calloway's crew, testified that the day before the attack Calloway said, "John Wrynn is after me ... they're after me

"I'm sorry it has come to this. I enjoyed working at FedEx. I'm sorry it has come to this."

On the day of the attack, crew members said Calloway acted normal and engaged them in light conversation. Flight engineer Andy Peterson, one of three crew members beaten with a hammer, said that Calloway was already in the DC10 when he got to the airplane.

Peterson said that he found the circuit breaker that controlled the flight recorder was flipped off when he got there. He said he reset it, but found later that it had again been flipped.

Mechanic Samuel Wilson said that on the day of the attack, he saw Calloway "working the panels" on the airplane before the crew arrived. Wilson said he assumed Calloway was the flight engineer, not a jumpseat passenger.

The case will be tried in two parts. First the jury will determine whether Calloway did what he is accused of, and then, if necessary, whether he was sane at the time.

Calloway could face 20 years to life if convicted.

Please see FLIGHT, Page B2

From Page B1

## Flight

sor at FedEx testified Calloway was due in for a disciplinary hearing on April 8 — the day after the attack — to answer questions about the number of flight hours he claimed on his work application.

John P. Wrynn said he undertook the check on Calloway's record after Calloway bypassed him to complain about a work matter. A freedom of information request to the U.S. Navy indicated a wide discrepancy in the number of flight hours, Wrynn said. Calloway was asked to bring his log books to the April 8 hearing.

(Indicate page, name of newspaper, city and state.)

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## Flight recording points to fracas

A flight recording played in federal court Tuesday indicates a melee erupted on the FedEx flight about 10 minutes after takeoff, with yelling and a slapping noise that appears to be hammer blows on the heads of crew members.

There are a few moments of quiet, then the distress transmission: "I've been wounded. We have had an attempted takeover on the airplane. Give me a vector, please."

Then, "Get an ambulance and alert airport security."

Here are some of the voices

heard in the next 20 minutes of fighting:

Capt. David Sanders yells time and again to James Tucker: "Jim, do you have him under control? Talk to me, do you have him under control?"

Sometimes the answer is yes; sometimes no.

After repeated attempts to subdue Auburn Calloway, Sanders yells "Put that thing in his throat ... keep him down ... if you have to put that thing in his throat, do it."

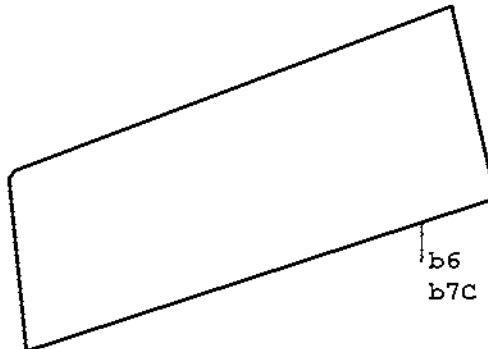
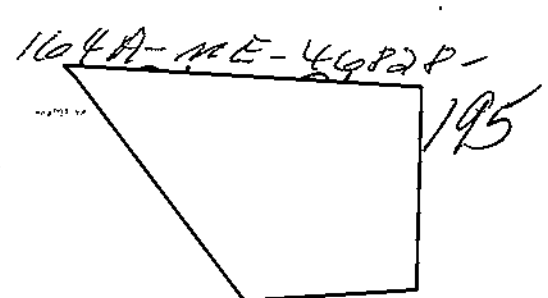
Sanders reports, "There's one person who has lost it ... the

jumpseat passenger has attacked the crew."

Later, at the height of the battle, Sanders yells, "Kill the son of a bitch, kill him, kill him, kill him."

As Sanders tries to land the airplane by banking sharply and descending rapidly, the computer warning voice repeats "bank angle" and "too low."

As the airplane rolls on the runway, Sanders screams into the radio, "get crews over here now, get them over here in a hurry."

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# FedEx pilot recalls 'metallic sound' of heads hit by hammer

By Chris Conley  
The Commercial Appeal

First came a "loud metallic sound" that Federal Express pilot Capt. David Sanders told jurors in the trial of Auburn Calloway that he never had heard in an airplane before.

One such sound gave way to another as Sanders learned that the noise was the sound of fellow crew members James Tucker and Andy Peterson being beaten in the head with a hammer.

Sanders, who took the stand during the first day of testimony in Calloway's long-awaited trial, said he turned around and saw Calloway, then a FedEx pilot, standing behind him with a hammer in his hand.

"I looked him in the eye ...

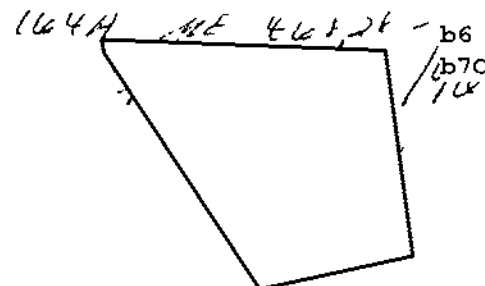
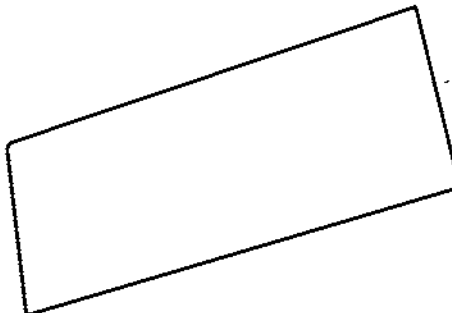


David  
Sanders

and saw something coming toward my head," said Sanders, describing the first moments of a 20-minute in-air struggle that left four crew members, including Calloway, seriously injured and threatened to down a fully loaded, fully fueled FedEx cargo plane.

Throughout his testimony, Sanders stared repeatedly at Calloway, who stared back, his face cupped in his hands. Calloway, who was a jumpseat passenger, is charged with at-

Please see TRIAL, Page A9



From Page A1

# Trial

tempting to hijack the airplane on April 7 and attacking the three-member crew with a heavyweight claw hammer and spear gun.

Besides Sanders, Tuesday's first day of testimony also included gripping accounts from Tucker and a 30-minute flight recording of the incident.

Sanders said he and Tucker were making small talk about the Arkansas geological formation known as Crowley's Ridge, which they were flying over, when Calloway swung into action.

Tucker said he felt a "blinding, excruciating pain," and watched half-stunned as Sanders was attacked. "I looked up and saw Auburn Calloway passing over my head with a hammer in his hand ... and he began to strike Mr. Sanders."

On the recorder, Tucker is heard to say to a ground crew, "I've been wounded ... we have had an attempted takeover on the airplane ... give me a vector please."

Tucker, who was piloting, pitched the nose of the craft upward, rolled the huge airplane nearly on its back and then descended rapidly to throw Calloway off balance and allow the others a chance to subdue the attacker. "I felt if I didn't do something soon, (Calloway) would methodically incapacitate (the crew)."

The huge cargo plane "is not certified for aerobatic flight," Tucker said. The maneuver threw the combatants out of the cockpit and pinned them to the floor. "It was like coming out of the bottom of a rollercoaster," Sanders testified.



Auburn  
Calloway

What followed was a 20-minute fight for survival in which crew members said they fought to wrest a hammer and a speargun out of Calloway's hands. The cockpit tape recording captured the grunts and screams of what Sanders called "hand-to-hand combat" as Calloway was subdued, then resumed fighting several times. Sanders said he took the hammer away from Calloway and hit him in the head four times.

"If you have to put that thing in his throat, you do it," said Sanders, apparently referring to the spear from the speargun.

Sanders took the controls and Tucker went back to help Peterson with Calloway. Tucker said the blows broke his skull and caused him to lose control of the right side of his body.

"Kill the son of a bitch, kill him, kill him, kill him," Sanders is heard yelling to the others after Calloway made another attempt to break free.

Sanders remained calm throughout his testimony. He described landing the plane despite being too low and going too fast. He said he had to turn the plane 90 degrees, descend rapidly and make a complete turn to get the plane facing the right way.

"Get crews over here now, get them over here in a hurry," Sanders shouted into the radio.

A paramedic arriving first helped crew members handcuff Calloway, who continued to struggle after the airplane landed. Four hammers, a speargun and a knife were recovered by evidence technicians inside the cockpit. Sanders said he had six wounds on his head and his ear was ripped apart, requiring numerous stitches.

Peterson is expected to testify later.

In opening arguments, Asst. U.S. Atty. John Fowlkes told jurors that days before the incident, Calloway changed his will and had his children made the beneficiaries of his life insurance. A letter addressed to Calloway's ex-wife and indicating "a potential for suicide" was

left in the cockpit by Calloway, Fowlkes said.

"The question may come to you — why would he do it? ... We can't really get into a person's mind," said Fowlkes.

Calloway's attorney, A.C. Wharton, did not dispute Fowlkes's account of the events, but urged the jurors to look at whether his client acted "knowingly," suggesting the insanity defense expected to come later.

The case will be tried in two parts. First, the jury will determine whether Calloway did what he is accused of; second, whether he was sane at the time.

Calloway was indicted by a federal grand jury last May on charges of attempted air piracy and interfering with a flight crew. He could face 20 years to life, if convicted.

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# Calloway guilty of hijack try; sanity phase next

By Chris Conley  
The Commercial Appeal

A federal jury Thursday concluded that Auburn Calloway did attempt to hijack a Federal Express cargo plane on April 7 and that he did attack three crew members with a hammer and speargun.

The verdict came in less than one hour after the prosecution concluded its proof and

Calloway's attorneys had opted not to present evidence in his defense.

After the jury left the courtroom, two of the victims — Capt. David Sanders and Andy Peterson — were embraced by family members and co-workers. They did not comment upon leaving the court.

The trial continues Monday with a second phase designed to determine Calloway's sanity. Calloway could face 20 years to

life if the jury finds he was sane at the time of the attack. If he is found to have been insane, Calloway will be committed to a federal mental facility. He would not be released until he is able to prove at a future court hearing that he is not dangerous.

The prosecution capped three days of often gripping testimony with the introduction of what they described as a suicide note left in the DC10 by Calloway.

"I resolved quite some time ago that the next time my security and future is threatened or seriously jeopardized, it's time... my time to go," Calloway wrote to his ex-wife Patricia.

Defense attorney A.C. Wharton argued that the prosecution's proof left a reasonable doubt about whether his client was attempting to take command of the airplane.

Wharton said the note actually suggested that Calloway may not

have planned to crash the airplane since the note would have burned on impact.

"Why would he leave a suicide note?" Wharton asked. "Where does that fit in... does it make any sense?"

The trial has left unanswered the question of where Calloway wanted to take the airplane after seizing control. The flight was scheduled for San Jose, Calif.

The plan "was not to immediately crash the plane... If it was

to turn it back to Memphis, I don't know. If it was to go on to San Jose, I don't know," said Asst. U.S. Atty. John Fowlkes in closing statements. Calloway planned to make the crash appear to be an

Auburn  
Calloway

Please see VERDICT, Page A13

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From Page A1

## Verdict

accident, so his family could receive more than \$1 million in life insurance, he said.

Calloway, Fowlkes noted, tried to cut off power to the in-flight voice recorder by flipping a circuit breaker so there would be no record of what happened on board.

Fowlkes reminded jurors that Calloway was to face a hearing the day after the attack to determine whether he had falsified his work application.

Calloway received the notice of the hearing on April 1, and "that started the road toward April 7," Fowlkes said.

Calloway, a flight engineer, began concocting his plan at that time and scrambled to get his affairs in order, transferring his assets to his ex-wife and making sure that his children would benefit from numerous life insurance policies.

Fowlkes said Calloway did not hijack an April 6 flight to San Jose, on which he was a crew member, because he was still waiting for some of the assets to be liquidated.

And because the April 6 flight ran one minute over, Calloway's crew was not eligible to take Flight 705 to San Jose the next

day. A reserve crew of Sanders, Peterson and James Tucker was drafted to fly the April 7 run to San Jose.

At the last minute, Calloway signed on as a jumpseat passenger and set his plan in motion. Ten minutes into the flight, as the plane crossed Crowley's Ridge in Arkansas, Calloway began striking the three crew members with a heavyweight claw hammer. Peterson was struck so hard from behind that his forehead was fractured when his head bounced off the work table in front of him.

"This isn't TV; this is the real world," Fowlkes said. "When he hit these people, he did not knock them unconscious ... they kept flying."

Calloway then ran back to the jumpseat area behind the cockpit and got his speargun from a guitar case he carried on board, and ordered the crew to get back in their seats or be killed.

Peterson grabbed the shaft of the spear protruding into the cockpit. Tucker, despite a fractured skull, lifted the nose of the airplane, and nearly flipped the airplane on its back. A 20-minute fight for survival followed while Sanders — with at least six hammer wounds to his head — beat the odds by landing the airplane in Memphis.



# Judge rejects requests for copies of cockpit tape in attack on crew

By Lawrence Buser  
The Commercial Appeal

U.S. Dist. Court Judge Julia Gibbons Thursday denied media requests for copies of the cockpit recording of the in-flight struggle between Auburn Calloway and three Federal Express pilots.

Gibbons said the tape will be important in the next phase of Calloway's trial, although she agreed to release transcripts of the 30-minute tape.

"The words on the paper are one thing, but the human suffering you hear on the tape is quite another thing," Gibbons told attorneys for local television stations. "The only thing that any-

one is deprived of without this tape is the opportunity to sensationalize."

The tape, which was played for the jury Tuesday, depicted the violent struggle that began when Calloway attacked the crew members at 18,000 feet.

The jury Thursday agreed that the government had carried its burden in proving that Calloway attacked the pilots and had attempted to commit air piracy. The next phase of the trial begins Monday.

Attorney Charles Newman, who represents WMC-TV Channel 5, argued that there is "no basis to assume that the media will use those tapes in an irresponsible fashion."

He said the tape's impact on

in the trial is the reason its release is important to public understanding of the case.

Russell Headrick, who represents The Commercial Appeal, told Gibbons the newspaper was interested primarily in the transcript.

Federal prosecutors and defense attorneys opposed the release of both the tape and the transcript because of its graphic content.

The judge indicated she may hear further arguments on release of the cockpit tape at the conclusion of the trial.

Gibbons's ruling came shortly before 6 p.m., after the court's offices were closed.

Copies are expected to be available today.

## NOTE IN CALLOWAY TRIAL

*The following is the text of what prosecutors in the air-piracy trial of Auburn Calloway described as a "suicide note" found aboard the DC10 Calloway tried to hijack. The note is unsigned and undated. It is addressed to his former wife, Patricia Calloway, and makes reference to the couple's two children.*

Dear Pat,

I want you and the kids to know that I lived for you. I thought of your welfare every day, though, e.g. like how can I guarantee having enough money for Keelah and Burney's Stan-

ford education, which today costs about \$25,000 annually. Weddings cost an average of \$16,000, all to the father or parents of the bride, etc., etc. (Burney's flying lessons!)

I have lived a good life, no, a great life really, but I've had some rough roads to travel. I don't mind, since, despite all the rough roads, I have accomplished a great deal, and seen even more. If I don't see my grandkids, well, I can't have it all. If I don't see Keelah and Burney grow up, that's okay too, because I will rest in peace knowing that they are in good hands

with you.

I have battle fatigue badly and a long life into old age is never guaranteed. I don't think I want to experience the pain and suffering of old age anyway. I would much rather go on a date, time, place and method of my own choosing. I resolved quite some time ago that the next time my security and future is threatened or seriously jeopardized, it's time... my time to go.

(Mount Clipping in Space Below)

(Indicate page, name of A-1, A-15, A-16 newspaper, city and state.)

THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date: 3/25/95

on:

# 'Sit down, sit down... this is a real gun, I'll kill ya'

Character:

or

164A-ME-46828

Classification:

Submitting Office.

Indexing:

Why did Auburn Calloway crash hammers into the heads of a Federal Express crew last April 7?

His attorney, A C Wharton, Monday is expected to argue that Calloway, a former FedEx pilot, was in a state of insanity that legally makes Calloway not responsible for his actions.

Federal prosecutors aren't buying that. They concede some uncertainty as to why Calloway made his bizarre and brutal hijack attempt. But from their point of view, Calloway's

strange action was the work of a man who, while troubled, remained sane in the eyes of the law.

Both sides will present psychologists who put Calloway through a battery of mental tests. They will testify during the trial's sanity phase, an unusual separation of the trial requested by defense attorneys and agreed to by U.S. Dist. Judge Julia Gibbons.

If jurors find Calloway was sane, he faces a possible life sentence in prison.

If jurors find Calloway was insane, he will be committed to a federal mental facility, where he will stay until he can prove at a future hearing that he is not a danger to public safety.

During the most dramatic day of the trial's first part, jurors heard the in-flight recording of the life-and-death struggle that took place about 10 minutes after the DC10 took off from Memphis International Airport headed for San Jose, Calif.

The recording includes a passage in which Calloway is heard

barking this order: "Sit down, sit down, get back in your seat, this is a real gun, I'll kill ya."

The desperation of the crew members is evident as co-pilot James Tucker yells, "Get him, get him, get him, get him, get him!"

One of the crew members testified that he found a switch controlling the recorder in the off position, even though he earlier had moved it from the off position to the on position.

The suggestion was that Calloway, who prosecutors say

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164A-ME-46828-

198

FBI

## TRANSMIT VIA:

☐ Teletype  
☐ Facsimile  
☒ AIRTEL

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☐ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☐ UNCLAS E F T O  
☐ UNCLAS

Date 4/6/95

TO : DIRECTOR, FBI  
 ATTN: [REDACTED]

b6  
b7C

FROM : SAC, MEMPHIS (164A-ME-46828)

SUBJECT : [REDACTED]  
 CRIME ABOARD AN AIRCRAFT -  
 ASSAULT ON A FLIGHT CREW  
 (OO: MEMPHIS)

Memphis, Re telephone call from SA [REDACTED] 4/6/95.

b6  
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Memphis Division requests that the following individuals receive a Certificate of Appreciation for outstanding contribution to the investigation of captioned matter:

[REDACTED]  
 FEDEX Corporation;

b6  
b7C

[REDACTED] FEDEX  
 Corporation;

[REDACTED] FEDEX  
 Corporation;

[REDACTED] FEDEX  
 Corporation;

2 - Bureau  
 1 - Memphis

(3)

AUTOMATED SEARCHED

MANUAL

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INDEXED

FILED

b6  
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Approved: \_\_\_\_\_ Transmitted \_\_\_\_\_

(Number) (Time) Per \_\_\_\_\_

164A-ME-46828-199

164A-ME-46828

[REDACTED]

FEDEX Corporation;

[REDACTED]

FEDEX Corporation.

b6  
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## Memorandum



To : Director, FBI

Date

From : SAC, MEMPHIS

ATT.: Correspondence Unit  
Office of Public AffairsSubject : CORRESPONDENCE MATTERS  
RECOMMENDATION FOR LETTER FROM DIRECTOR

This form may be utilized where applicable in conjunction with Bureau letter to Albany and all offices dated 11-7-73 captioned "Correspondence Matters."

Name to whom letter should be addressed	Rank/Title
VERONICA F. COLEMAN	United States Attorney
Agency Address (include Zip Code) (Home Address if Appropriate, i.e., Retired)	
United States Attorney's Office Clifford Davis Federal Building Memphis, TN 38103	
Person being commended or thanked (include rank/title and address, if different than above)	
[Redacted] First Assistant U. S. Attorney, U. S. Attorney's Office, Clifford Davis Federal Building, Memphis, TN 38103	

b6  
b7c

BASIS FOR RECOMMENDATION: (Amplify under "Remarks.")

- ☐ Retirement (Date of function if being presented)  
☐ Promotion (Indicate from \_\_\_\_\_ to \_\_\_\_\_)  
☐ Serious illness (Indicate where confined; if hospital, how long confinement will be.)  
☐ Death (Indicate next of kin, widow, if any, and children, if any.)  
☐ Death in family (Indicate relationship)  
☐ Editorial or feature article (Indicate whether complimentary or derogatory; also indicate editor or newspaperman to be written with address and Zip Code.)  
☒ Appreciation for assistance in Bureau case. Identify case by caption under "Remarks."  
☐ Other \_\_\_\_\_

REMARKS: (Set forth below a clear, concise, justification for recommendation. Be specific, omit generalities. If applicable, include Bureau file number. Note if copies should be designated or sent to supervisor or subordinates and provide complete address. Indicate if letter is to be presented by SAC and/or if there is a deadline involved.)

[Redacted]  
CRIME ABOARD AN AIRCRAFT -  
ASSAULT ON A FLIGHT CREW  
(OO: MEMPHIS)  
164A-ME-46828

AUTOMATED SEARCHED

MANUAL

SERIALIZED

INDEXED

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2 - Bureau  
(1) - Memphis (164A-ME-46828)

Enc.

FBI/DOJ

164A-ME-46828-200

On April 7, 1994, the flight crew of FEDEX Flight 705 was attacked in flight [redacted] who beat the pilots in the head with hammers. Such an attack by a [redacted] is unprecedented in aviation history.

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[redacted] was tried in federal court for attempted air piracy before the Chief Judge for the Western District of Tennessee, JULIA GIBBONS. The Assistant United States Attorney (AUSA) assigned to the case from the time of the attack was First Assistant [redacted] Judge GIBBONS ruled that the trial, which began on 3/20/95 and ended on 3/30/95, would be bifurcated, [redacted] All parties involved in the trial had minimal contact with the media, which had expressed intense interest during all phases of the legal proceedings for the past year. This allowed the judicial process to proceed unimpeded.

AUSA [redacted] skillful and thorough trial preparation resulted in the successful prosecution [redacted] Of particular importance, was the effective cross examination of the defenses' expert witnesses. several psychologists who testified [redacted]

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[redacted] It was obvious from his effort, that AUSA [redacted] spent countless hours studying psychological diagnostic manuals in preparation for their testimony.

AUSA [redacted] demonstrated his superior courtroom skills throughout the trial, presenting a large amount of evidence and testimony efficiently and logically. This allowed the jury to ultimately reach a difficult verdict: that [redacted]

Most importantly, AUSA [redacted] and the staff of his office demonstrated through their dealings with all parties concerned with this matter, that their primary objective throughout was to obtain justice, and reach a fair decision. AUSA [redacted] should be commended for his high degree of professionalism in bringing such a difficult and emotionally charged case to a successful conclusion.

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SAC, Memphis, requests that AUSA [redacted] receive a letter from Director FREEH. Letter should be submitted to AUSA [redacted] superior, Honorable VERONICA F. COLEMAN, United States Attorney, Western District of Tennessee.

(Mount Clipping in Space Below)

# Deliberation on Calloway sanity begins

By Chris Conley  
The Commercial Appeal

A federal jury today will resume deliberating whether Auburn Calloway was legally sane when he attacked three Federal Express crew members during a hijack attempt last April.

Jurors considered the case for about 1½ hours Wednesday after hearing closing arguments in the second phase of the trial, which will determine whether Calloway is guilty or not guilty by reason of insanity.

The defense must show by "clear and convincing" proof that Calloway suffered from a mental defect or disease that made it impossible for him to understand what he was doing or whether it was right or wrong.

In the first phase of the trial last week, the jury concluded that Calloway tried to hijack the airplane on April 7 and that he sprang upon the three-member crew with a claw hammer and speargun. Calloway, who worked for FedEx at the time, was a jumpseat passenger.

During his closing statement Wednesday, Asst. U.S. Atty. John Fowlkes called Calloway "crazy like a fox."

"He's trying to manipulate his way out of this," Fowlkes said. "He tells people what he needs to tell them to get by."

Fowlkes noted the careful planning that came before the attack, when Calloway transferred or cashed more than \$40,000 in assets.

"He knew what he was doing ... he tried to take control (of the airplane)," Fowlkes said.

A C Wharton, who represents

Calloway, said his client had a personality disorder that paved the way for a major depression and a psychotic episode when stress was added to the equation.

"There is a potential for psychotic episodes to arise out of a paranoid personality disorder ... He was in the throes of that ... right in the grips of that (mental disturbance)."

Dr. Raymond Patterson, a Washington psychiatrist hired by the government to evaluate Calloway, called him a habitual "malingering" who tried to fake symptoms of mental illness. Calloway, he concluded, has a paranoid, narcissistic personality, but was not mentally ill at the time of the attack.

Patterson said Calloway tried to convince him that he suffered from delusions and that he heard voices, yet was able to give only a vague description of the voices.

People who have auditory hallucinations are in extreme distress and have no difficulty describing them "and are going to tell me as much as they can to help me help them," Patterson said.

Noting that Calloway's voices did not command him, Patterson said, "Voices don't give you choices ... they tell you what to do."

Patterson also said he was not convinced that Calloway was suicidal, as he claimed. "In my opinion, Mr. Calloway makes it up as he goes along."

Calloway could face 20 years to life in prison if the jury finds he was sane at the time of the attack. If he is found to have been insane, he will be imprisoned in a federal mental facility.

(Indicate page, name of newspaper, city and state.) B-1

THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date: 3/30/95  
Edition:

Title:

Character:  
or 164A-ME-46828  
Classification:  
Submitting Office:

Indexing:

164A-ME-46828-201

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(Indicate page, name of newspaper, city and state.)

A-1, A-10  
THE COMMERCIAL APPEAL  
Memphis, TennesseeDate: 3/28/95  
Edition:

Title:

Character:

or

Classification:

Submitting Office.

164A-ME-46828

Indexing:

(Mount Clipping in Space Below)

# Defense portrays Calloway as paranoid and depressed

By Chris Conley  
The Commercial Appeal

A federal jury Monday heard pieces of the puzzle that is Auburn Calloway from the people who know him best.

Former roommates, co-workers and a sister — who said Calloway asked her to smother him with a pillow the day after he attacked a Federal Express crew — all testified Monday as Calloway's air-piracy trial zeroed in on his mental competency.

Calloway, a former Federal Express pilot, already has been found responsible for the April 7 attack of a three-member Federal Express crew shortly after it took off from Memphis. Defense attorney A C Wharton Monday began his attempt to show that Calloway legally was insane when he attacked the crew of Flight 705 with a hammer and spear gun.

"This is going to unfold, to a

large degree, before you ... I cannot give you the rest of the story ... we will give you some more of the story. I wish I knew the rest of the story," said Wharton.

In this second phase of the trial, Wharton will have to show that his client suffered from a severe mental defect or disease that made it impossible for Calloway to appreciate the nature of his acts or to know that what he was doing was wrong.

Dr. Dorothy Holmes, a clinical psychologist called by Wharton, testified that Calloway had a paranoid personality disorder and suffered from major depression. He is, Holmes said, "controlled by unjustified doubts and suspicions," ready to attribute malicious intention to others, a grudge-holder and "grievance collector."

Calloway's mother was schizophrenic, Holmes said.

During cross-examination by Asst. U.S. Atty. John Fowlkes, Holmes testified that Calloway

pretended to have heard voices on the day of the attack. "I did not find that to be credible," she said.

Holmes relied on five hours of examination of Calloway and written reports in making her evaluation. Wharton is expected to call two more mental health experts today before concluding his case.

Anticipating the testimony from psychologists hired by the defense, Fowlkes said in his opening arguments that the diagnosis by Holmes "does not reach the level of severe mental disease."

"The proof at the trial showed he knew right from wrong," Fowlkes said. Government doctors who examined Calloway found he was sane at the time of the attacks, he said.

Byron Powell, a FedEx pilot who once shared an apartment with Calloway, said Calloway was unpopular among his co-

Please see TRIAL, Page A10

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164A-ME-46828-202

FBI/DOJ



From Page A1

## Trial

workers because he was considered a "cheapskate."

Calloway was also concerned about burglaries and constructed a "Rube Goldberg-type" security system with various alarms and flashing lights, Powell said, noting that Calloway once made a silhouette figure of a man to put in the window to deter burglars.

Jaime Pacheco, another pilot, testified that he and Calloway shared an interest in martial arts and that Calloway sought his advice when a superior started investigating Calloway's record. A hearing to determine if Calloway falsified the number of flight hours was to take place April 8, the day after the attack. Pacheco said he slammed the telephone down when Calloway called him April 7 for the third time about the matter.

Angelique Calloway, the defendant's sister, said as Calloway lay in a hospital bed after the attempted hijack he asked her to place the pillow over his head and smother him. She also told of an episode in the late 1970s when Calloway, a karate expert, attacked her after a dispute over which channel they would watch on television.

Alethéa Franklin, Calloway's

other sister, testified about domestic turmoil in the Calloway household, with a mentally ill mother and an abusive father. On cross-examination, she admitted telling one of the psychologists that her brother wanted to kill himself so that he could leave his two children and ex-wife well off. They stood to collect more than \$1 million in insurance money.



**Auburn  
Calloway**

Wharton, in his opening statement, summed up Calloway as a loner, "a man on the run... running from the past, from himself, running from reality." He said Calloway built a "house of cards," stuck together with "toothpicks, tape and paperclips."

Calloway could face 20 years to life in prison if the jury finds he was sane at the time of the attack. If he is found to have been insane, he will be imprisoned in a federal mental facility.

THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date 3/31/95  
Edition

Title

Character

or

164A-ME-46828

Classification

Submitting Office

Indexing

(Mount Clipping in Space Below)

# Jury rules Calloway sane, guilty

## Air piracy try could bring 20-year-to-life term

By Chris Conley  
The Commercial Appeal

A federal jury Thursday convicted Auburn Calloway of the April 7 in-air attack on a three-member Federal Express crew, rejecting Calloway's claim that he was insane at the time.

The verdict drew no outward sign of emotion from Calloway but did bring whispers of "thank God" from some relatives of the crew members.

Calloway, 43, faces 20 years to life in prison for attempted air

piracy. Sentencing will be set after a pre-sentence investigation by the U.S. Probation Office.

A C Wharton, Calloway's attorney, said, "It will be my advice to Mr. Calloway to appeal ... however, that will be his final decision ..."

"We're glad this phase of the trial is behind us ... We would have wished in the interests of justice that there would have been a different result."

Jurors leaving the courtroom declined comment. One juror was observed crying when she left the courthouse. Several

reached later also refused comment.

In a terse, emotional statement following the verdict, Capt. David Sanders, one of the victims, said, "It's been a difficult year for everyone involved, especially our families. The wheels of justice have turned and have rendered a verdict. While we will offer no opinion on that verdict, we must say we are glad the process has found a conclusion."

Sanders included some thoughts for Calloway's family. "We feel it is appropriate at this time and in a public way to wish



Auburn  
Calloway

the best for the Calloway family. We hope they will work through this tragedy." Sanders and fellow crew members James Tucker and Andy Peterson all had tears in their eyes as Sanders read the joint statement. Each suffered serious head injuries from Calloway's hammer attack, but fought and

Please see **GUILTY**, Page A14

164A-ME-46828-

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From Page A1

## Guilty

subdued Calloway in a bloody, 20-minute struggle

Calloway's sister, Angelique Calloway, left the courtroom in tears and declined to comment. Wharton said the Calloway family extends its best wishes to the families of the three pilots.

Asst. U.S. Atty. John Fowlkes said the case was charged with emotion for him, too. "There were emotions both ways. Obviously, from the victims who were injured and also from Mr. Calloway's point of view, because he was a pilot and hadn't been in trouble before."

Fowlkes said he believes money was part of Calloway's motive, since Calloway's two children stood to gain more than \$1 million in life insurance. He acknowledged that some mystery remains about Calloway's motives.

An off-duty pilot riding Flight 705 as a jumpseat passenger, Calloway waited until the airplane was about 18,000 feet over Arkansas, then attacked the crew with a claw hammer and spear gun, yelling "sit down, sit down this is a real gun. I'll kill ya." He had hidden the spear gun and four hammers in a guitar case to get them past security.

Witnesses testified Calloway had a disciplinary hearing set for April 8, the day after the attack, and feared he would be fired.

Last week, the same jury decided within an hour that Calloway did commit the attack. It took a total of about three

hours of deliberation Wednesday and Thursday to find he did not suffer from a mental disease or defect and knew what he was doing at the time of the attack.

Calloway told one psychologist that he blacked out with the spear gun in his hand and came to afterward with blood on his hands. Another psychologist, Dr. John Hutson, concluded Calloway suffered a "psychotic episode." But when Fowlkes provided him with part of a written statement by Calloway describing the attack, Hutson, who had not been provided that portion of the statement previously, was forced to back off that diagnosis.

According to Hutson, Calloway explained the hammers by saying that he planned to build a boat with an imaginary friend and sail away. Hutson called that story "cockamamie."

Fowlkes, seeking to build the case that Calloway knew what he was doing all along, called witnesses who testified that Calloway planned carefully for the attack. One prosecution witness told of Calloway transferring and cashing more than \$40,000 in assets.

Fowlkes's case also was aided by a detailed list of items found in Calloway's apartment after the attack. The list reminded Calloway to pick up hammers, diving equipment and a leather bag for hiding the spear gun.

Dr. Raymond Patterson, a Washington psychiatrist hired by the government to evaluate Calloway, called him a habitual "malingerer" who tried to fake symptoms of mental illness. Calloway, he concluded, has a paranoid, narcissistic personality, but was not mentally ill at the time of the attack.



By Dave Darnell

Gathering after the Calloway verdict are (from left) Susan Sanders, wife of pilot David Sanders (center foreground); Andy Peterson, second officer; James Tucker, co-pilot; and wife, Rebecca Tucker (right front). FedEx public relations director Tom Martin is second from left.

## Memorandum



To : Director, FBI

Date 4/6/95

From : SAC, MEMPHIS

ATT.: Correspondence Unit  
Office of Public AffairsSubject : CORRESPONDENCE MATTERS  
RECOMMENDATION FOR LETTER FROM DIRECTOR

This form may be utilized where applicable in conjunction with Bureau letter to Albany and all offices dated 11-7-73 captioned "Correspondence Matters."

Name to whom letter should be addressed	Rank/Title
[Redacted]	[Redacted]
Agency Address (include Zip Code) (Home Address if Appropriate, i.e., Retired)	
FEDEX Corporation	
P. O. Box 727	
Memphis, TN 38194	
Person being commended or thanked (include rank/title and address, if different than above)	
[Redacted]	

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## BASIS FOR RECOMMENDATION: (Amplify under "Remarks.")

- ☐ Retirement (Date of function if being presented)  
☐ Promotion (Indicate from \_\_\_\_\_ to \_\_\_\_\_)  
☐ Serious illness (Indicate where confined; if hospital, how long confinement will be.)  
☐ Death (Indicate next of kin, widow, if any, and children, if any.)  
☐ Death in family (Indicate relationship)  
☐ Editorial or feature article (Indicate whether complimentary or derogatory; also indicate editor or newspaperman to be written with address and Zip Code.)  
☒ Appreciation for assistance in Bureau case. Identify case by caption under "Remarks."  
☐ Other \_\_\_\_\_

REMARKS: (Set forth below a clear, concise, justification for recommendation. Be specific, omit generalities. If applicable, include Bureau file number. Note if copies should be designated or sent to supervisor or subordinates and provide complete address. Indicate if letter is to be presented by SAC and/or if there is a deadline involved.)

[Redacted]  
 CRIME ABOARD AN AIRCRAFT -  
 ASSAULT ON A FLIGHT CREW  
 (OO: MEMPHIS)  
 164A-ME-46828

AUTOMATED SEARCHED \_\_\_\_\_  
 MANUAL SEARCHED [Redacted]  
 INDEXED \_\_\_\_\_ FILED [Redacted]

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2 - Bureau  
 ① - Memphis (164A-ME-46828)

(3) [Redacted] Enc.

FBI/DOJ

164A-ME-46828-204

On April 7, 1994, Federal Express (FEDEX) Flight 705 departed Memphis International Airport in route to San Jose California. The fully laden DC-10 Cargo plane which was fueled with over 90,000 lbs. of fuel had an uneventful take-off, and began to climb to its normal cruising altitude.

The flight crew [REDACTED]

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b7c

[REDACTED] The fight resulted in many additional serious injuries for all the individuals involved.

[REDACTED] managed to make an emergency landing at the Memphis airport where authorities took [REDACTED] An inspection of the airplane afterward, indicated substantial damage due to the stresses placed on it during the emergency maneuvers and landing.

[REDACTED] received critical injuries during the attack and subsequent fight. None of the pilots have returned to work a year after the incident.

Investigation by Memphis FBI has revealed [REDACTED]

[REDACTED]

[REDACTED] It is the conclusion of investigators that the heroic actions of the crew of FEDEX Flight 705 might very well have averted a disaster of catastrophic proportions to life and property.

The victim pilots have not granted interviews with the press for the year between the attack and the federal trial [REDACTED]

[REDACTED] All three have had ample opportunity to gain national attention for their bravery. Instead, the pilots chose to allow the judicial process to reach an equitable conclusion, without undue prejudicial pre-trial publicity. Such an attitude is indeed admirable.

[REDACTED]

Immediately subsequent to the attack of the flight crew of FEDEX 705 [REDACTED] on April 7, 1994, FEDEX officials contacted FBI Memphis pledging their cooperation in the investigation. Numerous departments provided critical assistance to the FBI during its investigation.

[REDACTED]

[REDACTED] In addition, the FEDEX legal department was instrumental in the government's preparation for trial, providing continuous assistance. [REDACTED]

[REDACTED]

[REDACTED] The legal department worked throughout the trial locating and transporting witnesses, some who were out of the country at the time. [REDACTED] [REDACTED] staff were always professional, courteous, knowledgeable and extremely helpful, and never refused any request by investigators and prosecutors.

The FBI is indebted to all the employees of FEDEX, who assisted in the investigation; without their help, a successful conclusion to this difficult and emotionally charged case might not have been possible.

(Mount Clipping in Space Below)

# Federal Express pilots request block on tape

By Chris Conley  
The Commercial Appeal

Allowing the public to hear a tape recording of the attack on three Federal Express pilots during a hijack attempt last year would be "like pouring acid on (the pilots') wounds," one of the pilots told a federal judge Wednesday.

The pilots, citing what they said would be additional trauma brought on by the broadcasts of the tape, joined the Air Line Pilots Association in asking that U.S. Dist. Judge Julia Gibbons prevent release of the tape.

The injuries suffered by Capt. David Sanders, Andre Peterson and James Tucker in the April 7, 1994, attack have caused unspeakable damage in their lives, the pilots say, and airing the 30-minute tape in the electronic media would only make a bad situation worse.

The tape, which was aired in the recent air piracy trial of Auburn Calloway, depicts the violent hand-to-hand struggle that began when Calloway attacked the crew of Flight 705 from behind with a hammer and speargun at 18,000 feet. A federal jury this month determined that Calloway was sane at the time of the attack and convicted him of air piracy. He faces 20 years to life in prison when he is sentenced. No date has been set for the sentencing.

Lawyers for local television stations have asked Gibbons to release the tape. Gibbons has not ruled on that request, but she did grant a motion last month to release a transcript of

the tape. The Commercial Appeal ran the entire text of the transcript in the newspaper.

"The words on the paper are one thing, but the human suffering you hear on the tape is quite another thing," Gibbons told attorneys for the television stations. "The only thing that anyone is deprived of without this tape is the opportunity to sensationalize," she said.

Accompanying a motion filed Wednesday by the Air Line Pilots Association urging Gibbons to block release of the tape were statements by the three pilots.

James Tucker suffered the most serious injuries. He had to undergo emergency surgery to remove a blood clot and bone shards that were driven into his brain by hammer blows. A portion of his cranium had to be removed. He described his suffering in his statement.

"After the operation, I could not manipulate my fingers, had no feeling in my right leg or hand, and could not remember my children's birthdays." Tucker continues to face serious medical problems.

"It is difficult to fully express the depth and reach of the suffering that each of my family members has suffered as a result of this incident ... The release of the (recorder) tapes to the media would be like pouring acid on our wounds," Tucker concludes.

"Flight 705 has been the most traumatic experience of my life," said Sanders in his statement. "What is recorded on the (cockpit voice recorder)

(Indicate page, name of newspaper, city and state.)

THE COMMERCIAL APPEAL  
Memphis, Tennessee

Date: 4/13/95

Edition:

Title:

Character:

or

164A-ME-46828

Classification:

Submitting Office:

Indexing:

164A-ME-46828-

205

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Please see FEDEX, Page B2



From Page B1

## FedEx

of that flight is unlike that of other aircraft accidents ... it was hand to hand combat."

Sanders, with six hammer wounds to his head, was able to land the airplane safely at Memphis International Airport while Tucker and Peterson fought and subdued Calloway.

"It is difficult for me to share the emotional effect of looking death in the eye ... my personal horror is not something I want to publicly broadcast or share with strangers," he said.

Peterson writes, "While I was still in the hospital my three children were so traumatized by the physical condition that they would not approach me." Peterson suffered fractures on both the back and front of his head, but wrestled with Calloway for 20 minutes."

"Listening to the sensational portions of the recording which the media would broadcast will only add to the trauma and heartache my family and I have already suffered."

164A-ME-46828✓

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b7C  
b7D

[redacted] was contacted by SA [redacted] on  
March 7, 1995, and advised that FEDEX employees [redacted]  
[redacted]

164A-ME-46828-206  
[redacted]

b6  
b7C



164A-ME-46828 ✓

[REDACTED]

(2)

b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] on  
March 2, 1995, and advised that FEDEX employee [REDACTED]

[REDACTED]

164A-ME-46828-207

[REDACTED]

b6  
b7C

[REDACTED]

164A-ME-46828 ✓

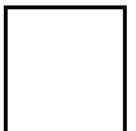
(2)

b6  
b7C  
b7D

[redacted] was contacted by SA [redacted] on  
February 28, 1995, and advised that FEDEX employees [redacted]  
[redacted]

208  
164A-ME-46828-  
[redacted]

b6  
b7C



164A-ME-46828

(2)

b6  
b7C  
b7D

[redacted] was contacted by SA [redacted] on  
February 24, 1995, and advised that FEDEX employees [redacted]  
[redacted]

164A-ME-46828-209  
[redacted]  
[redacted]  
b6  
b7C

164A-ME-46828 ✓

[REDACTED]

(2)

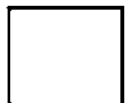
b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] on  
February 21, 1995, and advised that FEDEX employee [REDACTED]

[REDACTED]

164A-ME-46828-  
[REDACTED] 210

b6  
b7C



164A-ME-46828 ✓

[REDACTED]  
(2)

b6  
b7C  
b7D

[REDACTED] was contacted by SA [REDACTED] on  
March 9, 1995, and advised that FEDEX employees [REDACTED]  
[REDACTED]

211

164A-ME-46828

[REDACTED]

b6  
b7C

[REDACTED]

Memorandum



b6  
b7C

To : SAC, Memphis (164A-ME-46828)

Date 4/26/95

PERSONAL ATTENTION

From : Director, FBI

Subject:

FIRST ASSISTANT U.S. ATTORNEY  
WESTERN DISTRICT OF TENNESSEE  
MEMPHIS, TENNESSEE  
LETTER OF APPRECIATION

OPCA, to ReurFD-468 dated 4/6/95 and Bucal from

b6  
b7C

Enclosed is a letter for presentation to captioned individual, together with a copy for your files and a copy for his superior for appropriate transmittal. Also enclosed is a copy of a letter sent

Enclosures

164A-ME-46828-2/2

SEARCHED  
SERIALIZED

b6  
b7C



APR 26 1995

[redacted]  
First Assistant United States Attorney  
Western District of Tennessee  
Memphis, Tennessee

b6  
b7C

Dear [redacted]

You are to be congratulated on your successful prosecution [redacted]  
[redacted]

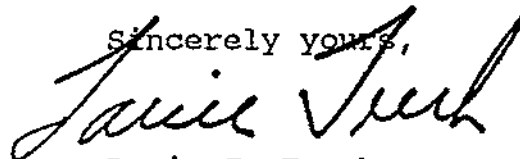
My colleagues in Memphis praised your superb efforts in connection with this case from the inception of our investigation immediately following the attack on April 7, 1994, to the conviction [redacted]. I want to compliment you on your extremely thorough pretrial preparations and the skill with which you presented a substantial amount of evidence at the defendant's trial. Particularly noteworthy was your highly effective cross-examination of several psychologists who testified as expert witnesses for the defense that [redacted]

b6  
b7C

[redacted] It was obvious that you had devoted countless hours to pertinent research to adequately prepare yourself for their testimony. You should take pride in your superb efforts, which convinced the jury that the defendant was sane at the time of the attack.

I want you to know how much I appreciate your support of our investigative efforts. My associates join me in recognizing your wholehearted commitment to bringing this difficult, emotionally charged case to a successful conclusion.

Sincerely yours,



Louis J. Freeh  
Director

- 1 - Honorable Veronica F. Coleman  
United States Attorney  
Western District of Tennessee  
Clifford Davis Federal Building  
167 North Main Street  
Memphis, Tennessee 38103  
① - SAC, Memphis (164A-ME-46828)  
ReurFD-468 dated 4/6/95 and Bucal [redacted]  
[redacted] on 4/14/95.

SEARCHED \_\_\_\_\_  
SERIALIZED \_\_\_\_\_

b6  
b7C

FBI - Memphis

APR 26 1995

[redacted]  
FEDEX Corporation  
Post Office Box 727  
Memphis, Tennessee 38194

Dear [redacted]

I want you to know how much we appreciate the support we received from the officials and staff of FEDEX Corporation during our investigation of the attack on the crew of your Flight 705 while it was en route from Memphis to San Jose, California.

[redacted]  
[redacted] Instead, they chose to allow the judicial process to reach an equitable conclusion without undue prejudicial pretrial publicity, and I want to commend their selflessness. [redacted]

[redacted]  
We and the prosecutors also received a great deal of extremely valuable assistance from representatives of a number of your departments. [redacted]

[redacted]  
[redacted] Members of the legal department worked throughout the trial, locating and transporting witnesses, some of whom were out of the country at the time. My colleagues told me how professional, courteous, and cooperative [redacted] of his staff were at all times. Other departments which contributed valuable assistance were your Flight Engineering, Flight Safety, Corporate Security, Crew Scheduling and Jump Seat Reservations.

① - SAC, Memphis (164A-ME-46828)  
ReurFD-468 dated 4/6/95 and Bucal [redacted]  
SA [redacted] on 4/14/95.

to [redacted]

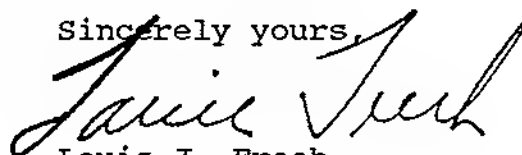
b6  
b7C

b6  
b7C

b6  
b7C

The favorable outcome of the investigation and prosecution of this case is attributable to a large extent to the outstanding spirit of cooperation exhibited by all those I have mentioned, which brings credit to them and to FEDEX Corporation. Please convey to them my personal gratitude, together with the thanks of my associates in Memphis.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Louis J. Freeh".

Louis J. Freeh  
Director

# Memorandum



To : SAC, MEMPHIS (164A-ME-46828)

Date 5/9/95

From :

b6  
b7C

Subject:

CRIME ABOARD AIRCRAFT -  
ASSAULT ON FLIGHT CREW  
(OO: MEMPHIS)

1. Date case file opened: 4/7/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

164A-ME-46828-213

(1)

b6  
b7C

AUTOMATED SEARCHED

MANUAL SEARCHED

SERIALIZED

INDEXED

# Memorandum



To SAC, MEMPHIS (164A-ME-46828)

Date 6/7/95

From

b6  
b7C

Subject

CRIME ABOARD AIRCRAFT -  
ASSAULT ON FLIGHT CREW  
(OO: MEMPHIS)

1. Date case file opened: 4/7/94
2. Total amount paid to date: \$
3. Date of last authority: SAC CASE
4. Total amount paid since last authority: \$
5. SAC authority is requested to pay:

b7E

b6  
b7C

(1)

164A-ME-46828-214

Memorandum



To : SAC, MEMPHIS (164A-ME-46828) (P)

Date 7/20/95

From : SA [redacted]  
SQUAD 4

b6  
b7C

Subject: [redacted]  
CRIME ABOARD AN AIRCRAFT-  
ASSAULT ON FLIGHT CREW;  
OO: MEMPHIS

On July 20, 1995, writer met with Assistant United States Attorney (AUSA), [redacted] Western District of Tennessee (WDT). AUSA [redacted] advised that captioned subject is to be sentenced by JULIA S. GIBBONS, United States District Court, WDT on August 11, 1995 at 10:00 p.m.

b6  
b7C

AUSA [redacted] advised that there have been numerous Report Hearings and several postponements of the sentencing. Judge GIBBONS has indicated that she will grant no more continuances. [redacted]  
[redacted]

AUSA [redacted] indicated that he intends to subpoena several witnesses for testimony during the hearing, and will contact writer in the near future to coordinate their service.

2 - Memphis  
[redacted]

b6  
b7C

164A-ME-46828-215

(Indicate page, name of  
newspaper, city and state.)

(Mount Clipping in Space Below)

Date: 8/12/95  
Edition: The Commercial Appeal

Title:

Character:

or

Classification: 164A-ME- 46828

Submitting Office:

Indexing:

# Judge gives life sentence to Calloway in hijacking

164A-ME-46828-216

SEARCHED	INDEXED
SERIALIZED	
AUG 14 1995	
FBI - MEMPHIS	

b6  
b7c

(Mount Clipping in Space Below)

Date 8/12/95  
Edition The Commercial Appeal

Title

Character  
or

Classification 164A-ME-46828

# Apology to FedEx pilots garners no leniency

By Chris Conley  
The Commercial Appeal

Two days before his sentencing for attempted hijacking, Auburn Calloway wrote a letter of apology to the three Federal Express crewmen he beat severely with a claw hammer.

U.S. Dist. Judge Julia Gibbons Friday dismissed the letter as a self-serving attempt to garner last minute leniency and sentenced Calloway, 43, to spend the rest of his life in prison.

There is no parole in federal court.

A federal jury on March 30 convicted Calloway of the April 7, 1994, in-air attack on the three crew members of Flight 705, rejecting Calloway's claim that he was insane during the incident. Calloway, a FedEx flight engineer at the time, sprang from his jumpseat and attacked the crew from behind.

"This heartfelt letter expressing my sympathy for each of you is long overdue," Calloway wrote. "I and my family will be forever grateful for sparing my life on board flight 705 when you could have justifiably killed me."

Gibbons departed drastically from the guideline range of 235 months (19 years and seven months) to 293 months (24 years and five months) calculated by the U.S. Probation office. Calloway faced a possible sentence of 20 years to life.

None of the three victims — Capt. David Sanders, James Tucker and Andy Peterson — was present for the sentencing. Nor were members of Calloway's family who sat through the trial.

Calloway held his fist over his mouth as Gibbons gave her judg-



By Heather Stone

**Auburn Calloway is escorted by Deputy Don Hankinson after being sentenced Friday to life in prison for an attempted hijacking.**

ment and declined his chance to appeal for mercy. He told Gibbons that he intended to appeal his conviction and sentence.

Gibbons said she would schedule a hearing next week before a

federal magistrate to determine whether Calloway's financial situation would qualify him for a court-appointed attorney.

Please see LIFE, Page A7



(Mount Clipping in Space Below)

Date 8/12/95  
Edition The Commercial Appeal

THE COMMERCIAL APPEAL

Title

From Page A1

# Life

In rendering her decision, Gibbons noted the seriousness of the victims' injuries, illustrated by graphic photographs taken in their hospital beds. She said the "skill, courage, training and determination" of the crew is all that averted a massive disaster.

Gibbons relied on sworn statements from Sanders, Tucker and Peterson about the nature and extent of their injuries.

"It's indescribable what it's like to fight for your life and I doubt that anyone not in that situation can truly comprehend the violence and horror of it," wrote Sanders.

During the trial, Sanders testified that the "metallic" sound of the hammer crashing on the skulls of his colleagues alerted him to the attack.

Tucker had emergency surgery to remove a blood clot and shards of bone driven into his head by the hammer. A sizable portion of his skull had to be removed. He undergoes daily physical therapy and faces serious health risks. Though severely wounded, Tucker put the airplane through difficult and dangerous maneuvers to throw Calloway off balance and allow the others to subdue him.

Peterson wrote that while he was in the hospital, his three children were so traumatized by his physical condition that they were afraid to approach him. He testified in the trial that he was struck so hard from behind that his forehead was fractured by the impact of hitting the work table in front of him.

Federal Express spokesman Tom Martin said none of the three men has returned to work. Because of their severe head injuries, they will have to satisfy Federal Aviation Administration requirements before returning. They will have to demonstrate that they are recovered medically.

"I'm sure they want to return

and we are hopeful they will be," said Martin.

Asst. U.S. Atty. John Fowlkes, who had sought a life sentence for Calloway, said the case was difficult for everyone involved.

"There were no winners in this case. Everyone involved has been traumatized... there is no positive in this case."

Prosecutors said during the trial that Calloway intended to commit suicide and leave his ex-wife and children more than \$1.2 million in insurance money.

However, Fowlkes said Friday, "We may never have the final word" on the entire motive.

Attorney A. C. Wharton, who represented Calloway, said he believed a sentence within the guideline range would have been appropriate. He maintained that his client was mentally unbalanced.

"Mental illness is our collective dirty little secret" that is not adequately addressed by the legal system, said Wharton.

As he was being escorted out of the Federal building, Calloway said, "I am not a criminal. I'm mentally ill."

Earlier, as he was being escorted into the courtroom, Calloway offered this observation:

"Too many black men are being sent to prison. Does anyone care about that?"

Character

or

Classification 164A-ME-46828

Submitting Office

Indexing

(Mount Clipping in Space Below)

Date 8/12/94  
Edition The Commercial Appeal

Title

Character 164A-ME-46828

Classification  
Submitting Office

MEMPHIS, SATURDAY, AUGUST 12, 1995

## LETTER OF APOLOGY

This is the text of the Aug. 9 letter of apology Auburn Calloway sent to Captain David Sanders, First Officer James Tucker and Second Officer Andy Peterson.

Dear Dave, Jim, and Andy:

*This Heartfelt (sic) letter expressing my sympathy for each of you is long overdue. On April 7, 1994, I was severely mentally ill according to two highly experienced clinical psychologists. That the "Insanity Defense" (a legal term) failed in a sensationalized courtroom drama in no way diminishes the presence of my medical "psychiatric impairment" on that day or any other day.*

*I and my family will be forever grateful to each of you three for sparing my life on board flight 705 when you could have justifiably killed me. I extend my special gratitude to you, Dave, for your heroic and safe landing of the aircraft under such extraordinary circumstances.*

*To the greatest extent that I can, I offer each of you and your families an apology for my bizarre behavior which resulted from my being severely mentally ill on April 7, 1994. There was no "well thought out plan" as the prosecutor speculates. I was unaware of what I was doing on board flight 705 that day. I deeply regret your injuries and I hope that you all are back in the cockpit soon.*

*Finally, I ask your forgiveness and understanding of my mental illness just as much for yourselves as for myself while I remind you of MATTHEW 6:14 and 6:15. Please do not let your hatred and bitterness destroy you as Susan Peterson alludes to in her written statement "We pray for healing . . . that we would not be consumed by hate."*

*I also pray both for your healing and that you are not consumed by hate.*



David Sanders



Andy Peterson



James Tucker

## Three pilots describe 'violence and horror'

In sworn statements to the court, the three pilots attacked in the attempted hijacking of Federal Express Flight 705 described their injuries, both physical and emotional. U.S. Dist. Judge Julia Gibbons relied on those statements in passing sentence on their attacker, Auburn Calloway. The statements were made earlier in the case in an effort to block the release of tape-recordings of the life and death struggle.

The following are excerpts.

**FROM DAVID SANDERS:** "Flight 705 has been the most traumatic experience of my life . . . A fellow pilot tried to murder me that afternoon I never had to fight before, let alone fight for my survival. It's indescribable what it's like to fight for your life, and I doubt anyone not in that situation can truly comprehend the violence and horror of it."

**FROM ANDY PETERSON:** "Dealing with the horror of being attacked by a fellow crewmember, whom I did not know, has been unspeakable. . . . From the time my wife was notified of the accident until the time I was out of intensive care, my wife has had to struggle with not knowing whether or not I would survive the attack. While I was still in the hospital my three children were so traumatized by my physical condition that they would not approach me"

**FROM JAMES TUCKER:** "I was critically injured from the attack. Immediately afterwards I had to undergo emergency surgery to remove a blood clot and shards of bone that were driven into my brain by the hammer blow. Soon after, I developed a potentially fatal infection and had to undergo emergency surgery to counter it. That operation removed a part of my cranium approximately 4.5 inches by 3.5 inches from the left side of my skull. After the operation, I could not manipulate my fingers, had no feeling in my right leg or hand, and could not remember my children's birthdays"

10/14/95  
Squad Supervisor  
Approval (please initial)  
Accomplishment involves  
ask all that apply

Accomplishment Report  
Accomplishment must be reported and loaded into SRAA  
within 30 days from date of accomplishment

Date Prepared 8/14/95  
Date Loaded  
Data Loader's initials

- Drugs  
A Fugitive  
Bankruptcy Fraud  
Computer Fraud Abuse  
Corruption of Public Officials  
Forfeiture Assets  
Subinvest Assist by FO(s)

File Number  
164A-Me-46828

Stat Agent Soc Sec No

Stat Agent Name

RA Squad

Task Force

Assisting Joint Agencies

Investigative Assistance or Technique Used

- 1 Used, but did not help  
2 Helped minimally  
3 Helped substantially  
4 Absolutely essential  
For Subinvest Assist by other FO(s) indicate A B C D E for corresponding FO

Rate FO's	AT	Rate FO's	AT	Rate FO's	AT
Financ Analyst		Lab Div Exams		JCO Group I	b6
Aircraft Asst		Lab Div Field Sup		JCO Group I	b7C
Computer Asst		Pen Registers		JCO Other	b7E
Consensus Mon		Photo Coverage		NCAVC v CAP	
EC SLR FSC		Polygraph Asst		Visual Invest Ana	
EC SLR Title I		Search Warrants		Crisis Neg Fed	
Eng Sect Field Supt		Show Money Usage		Crisis Neg Local	
Eng Sect Tap Exams		SOG Asst		ERT Assistance	
Hypnosis Asst		Swat Team Action		Butte TC	
Evidence Purchase		Tech Agnt or Equip		Savannah ITC	
Informant CW Info		Telephone Toll Recs			

A. Complaint / Information / Indictment

Also Complete Section H

Complaint Date

Check if Civil Rico Complaint

Information Date

Indictment Date

B. Arrest / Locate / Summons

Arrest Date

☐ Federal ☐ Local

Subject Priority ☐ A ☐ B ☐ C

☐ Subject Resisted

☐ Subject was armed

Locate Date

Subject Priority ☐ A ☐ B ☐ C

Summons Date

☐ Federal ☐ Local

C. Hostage(s) Released Date

Released by ☐ Terrorist ☐ Other

Number of Hostages

Child Located Date

D. Recovery / Restitution / PELP

Recovery Date

☐ Federal ☐ Local

Code \* Amount

	\$
	\$

Restitution Date

☐ Court Ordered

☐ Pretrial Diversion

Code \* Amount

	\$
--	----

PELP Date

Code \* Amount

	\$
--	----

E. Civil Rico Matters Date

Also Complete Section H

or

Other Civil Matters Date

Judgment

Judicial Outcome

Amount \$

Suspension

Years	Months

F. Administrative Sanctions Date

Type Length

☐ Suspension ☐ Permanent

☐ Debarment ☐ Years Months

☐ Injunction

Subject Description Code

G. Final Judicial Process Conviction

Also Complete Section H

Date of Conviction 4-15-95

Date of Sentence 8-11-95

Judicial State TN District WDT

Sentence type

Sentence Term

In Jail	Suspended	Probation
Years	Years	Years

Fines \$

☒ Federal  
☐ Local

☒ Felony

☐ Misdemeanor

☐ Plea

☒ Trial

H. U.S. Code Violations

Title	Section	Counts	Title	Section	Counts
49	1472(i)	1			
49	1472(j)	1			

Required for Sections A, E, and G (Conviction)

Optional for Section B (Automated Searched)

Acquittal / Dismissal / Pretrial Diversion

Acquittal Date

Dismissal Date

Pretrial Diversion Date

I. Subject Information (Required for Sections A, B, D (Restitution), E, F, and G)

Name Date of Birth Race \* Sex Place of Birth (if available) Social Security No (if available)

Subject Related to an LCN As an Organized Crime (AOC) or Local Organized Crime (LOC) Group (Submit form FD-515a for indictments and convictions only)

x Additional information may be added by attaching another form or a plain sheet of paper for additional entries

• Requires that a written explanation on plain paper be attached (Court Ordered Restitution does not require a written explanation)

• See codes on reverse side

Serial No of FD-515

217

# PROPERTY CODES

01 Cash  
02 Stocks, Bonds or Negot. Instruments  
03 General Retail Merchandise  
04 Vehicles  
05 Heavy Machinery & Equipment  
06 Aircraft  
07 Jewelry  
08 Vessels  
09 Art, Antiques or Rare Collections  
11 Real Property  
20 All Other

# SENTENCE TYPES

CP Capital Punishment  
JS Jail Sentence  
LS Life Sentence  
NS No Sentence (Subject is a Fugitive, Insane, has Died, or is a Corporation)  
PB Probation  
SJ Suspension of Jail Sentence  
YC Youth Correction Act

# PELP CODES

22 Counterfeit  
Stocks/Bonds/Currency  
Negotiable Instruments  
23 Counterfeit/Pirated Sound  
Recordings or Motion Pictures  
24 Bank Theft Scheme Aborted  
25 Ransom, Extortion or Bribe  
Demand Aborted  
26 Theft From or Fraud Against  
Government Scheme Aborted  
27 Commercial or Industrial  
Theft Scheme Aborted  
30 All Other

# RACE CODES

A Asian/Pacific Islander  
B Black  
I Indian, American  
U Unknown  
W White  
X Nonindividual

# JOINT AGENCY CODES

ACIS Army Criminal Investigative Service  
BATF Bureau of Alcohol, Tobacco & Firearms  
BIA Bureau of Indian Affairs  
DCAA Defense Contract Audit Agency  
DCIS Defense Criminal Investigative Service  
DEA Drug Enforcement Administration  
DOC Department of Corrections  
DOI Dept. of Interior  
EPA Environmental Protection Agency  
FAA Federal Aviation Administration  
FDA Food and Drug Administration  
HHS Dept. of Health & Human Services  
HUD Dept. of Housing & Urban Development  
INS Immigration and Naturalization Service  
IRS Internal Revenue Service  
NASA Nat'l Aeronautics & Space Admin  
NBIS Nat'l NARC Border Interdiction  
NCIS Naval Criminal Investigative Service  
RCMP Royal Canadian Mounted Police  
SBA Small Business Administration  
USBP U.S. Border Patrol  
USCS U.S. Customs Service  
USDS U.S. Department of State  
USPS U.S. Postal Service  
USSS U.S. Secret Service  
USTR U.S. Treasury  
LOC Local  
CITY City  
COUN County  
ST State  
OTHR Other

# JUDGMENT CODES

CJ Consent Judgment  
CO Court Ordered Settlement  
DF Default Judgment  
DI Dismissal  
JN Judgment Notwithstanding  
MV Mixed Verdict  
SJ Summary Judgment  
VD Verdict for Defendant  
VP Verdict for Plaintiff

# JUDICIAL OUTCOME

AG Agreement  
■ ■ ■ ■ Barred/Removed  
CC Civil Contempt  
DC Disciplinary Charges  
FI Fine  
PI Preliminary Injunction  
PR Temporary Restraining Order  
PS Pre-filing Settlement  
RN Restitution  
SP Suspension  
VR Voluntary Resignation  
OT Other

# SUBJECT PRIORITY

A Subject wanted for crimes of violence (i.e. murder, manslaughter, forcible rape) against another individual or convicted of such a crime in the past five years  
B Subject wanted for crimes involving loss or destruction of property valued in excess of \$25,000 or convicted of such a crime in the past five years  
C All other subjects

# SUBJECT DESCRIPTION CODES

# ORGANIZED CRIME SUBJECTS

1F Boss  
1G Underboss  
1H Consigliere  
1J Acting Boss  
1K Capodecina  
1L Soldier

# KNOWN CRIMINALS

2A Top Ten or IO Fugitive  
2B Top Thief  
2C Top Con Man

# FOREIGN NATIONALS

3A Legal Alien  
3B Illegal Alien  
3C Foreign Official W/out  
Diplomatic Immunity  
3D L.N. Employee W/out  
Diplomatic Immunity  
3F Foreign Student  
3F All Others

# OTHERS

8A All Other Subjects  
8B Company or Corporation

# TERRORISTS

4A Known Member of a  
Terrorist Organization  
4B Possible Terrorist Member  
or Sympathizer

# UNION MEMBERS

5D President  
5E Vice President  
5F Treasurer  
5G Secretary/Treasurer  
5H Executive Board Member  
5I Business Agent  
5J Representative  
5K Organizer  
5L Business Manager  
5M Financial Secretary  
5N Recording Secretary  
5P Office Manager  
5Q Clerk  
5R Shop Steward  
5S Member  
5T Trustee  
5U Other

# GOVERNMENT SUBJECTS

6A Presidential Appointee  
6B U.S. Senator/Staff  
6C U.S. Representative/Staff  
6D Federal Judge/Magistrate  
6E Federal Prosecutor  
6F Federal Law Enforcement Officer  
6G Federal Employee - GS 13 & Above  
6H Federal Employee - GS 12 & Below  
6J Governor  
6K Lt. Governor  
6L State Legislator  
6M State Judge/Magistrate  
6N State Prosecutor  
6P State Law Enforcement Officer  
6Q State - All Others  
6R Mayor  
6S Local Legislator  
6T Local Judge/Magistrate  
6U Local Prosecutor  
6V Local Law Enforcement Officer  
6W Local - All Others  
6X County Commissioner  
6Y City Councilman

# BANK EMPLOYEES

7A Bank Officer  
7B Bank Employee

**FEDERAL BUREAU OF INVESTIGATION**

**Precedence:** PRIORITY

**Date:** 07/18/1995

**To:** Memphis

**From:** [REDACTED]

Squad 5

**Contact:** [REDACTED]

**Approved By:** [REDACTED]

**Drafted By:** [REDACTED]

**File Number(s):** 164A-ME-46828

**Title:** [REDACTED]

CRIME ABOARD AIRCRAFT  
ASSAULT ON FLIGHT CREW  
00: MEMPHIS

**Synopsis:** Funds are requested to [REDACTED]

[REDACTED]

[REDACTED]

♦♦

b6  
b7C

b7E

164A-ME-46828-218

[REDACTED]

b6  
b7C

[REDACTED]

**FEDERAL BUREAU OF INVESTIGATION**

**Precedence:** PRIORITY

**Date:** 07/18/1995

**To:** Memphis

**From:** [redacted]

Squad 5

**Contact:** [redacted]

**Approved By:** [redacted]

**Drafted By:** [redacted]

**File Number(s):** 164A-ME-46828

**Title:** [redacted]

CRIME ABOARD AIRCRAFT  
ASSAULT ON FLIGHT CREW  
00: MEMPHIS

**Synopsis:** Funds are requested [redacted]

[redacted]

♦♦

[redacted]

144A-ME-46828-214

[redacted]

b6  
b7C

b7E

b6  
b7C

Mount Clipping in Space Below

Date 8/11/95  
Edition The Commercial Appeal

Title

Character

or  
Classification 164A-ME-46828  
Submitting Office

Indexing

# Calloway sentencing set today for in-air attack on FedEx crew

By Chris Conley  
The Commercial Appeal



Auburn  
Calloway

Former Federal Express flight engineer Auburn Calloway faces sentencing today for attacking three crew members with a claw hammer and tear gas during a hijack attempt last year.

Calloway faces 20 years to life in prison on the charges.

The U.S. Probations office has calculated a range of prison time under the federal sentencing guidelines, but that information is confidential and won't be revealed until today.

A federal jury on March 30 convicted Calloway in the April

7 in-air attack, rejecting Calloway's claim that he was insane at the time of the incident.

Prosecutors said Calloway intended to commit suicide and leave his ex-wife and children more than \$1.2 million in insurance money.

"The potential for catastrophic disaster was great," Asst. U.S. Atty. John Fowlkes said in a recent court motion seeking an enhanced sentence.

Calloway's action endangered the entire city of Memphis, Fowlkes said.

The assault began while the plane was over Arkansas. The injured crew members engaged Calloway in a life-and-death struggle while guiding

the airplane back to Memphis International Airport.

A C Wharton, Calloway's attorney, is asking U.S. Dist. Judge Julia Gibbons for a downward departure from the recommended sentence range, citing what he calls his client's "diminished capacity."

"The defendant has never denied the conduct charged within," Wharton wrote in a recent memo to the court. "The only issue is a legal issue — that of insanity."

Calloway's sentencing will not end the episode for the crew members.

In a victim impact statement, crew member Andy Peterson said, "Recovery from my inju-

ries was only part of the problem ... Dealing with the emotional trauma of the attack has been even more difficult."

Riding as a jumpseat passenger, Calloway attacked the crew of Flight 705 from behind minutes after the airplane took off from Memphis. All three crew members received severe head wounds from hammer blows.

Calloway was dressed in uniform to bypass security screening and attempted to shut off a circuit breaker controlling the flight recorder.

164A-ME-46828 227

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FBI

## TRANSMIT VIA:

☐ Teletype  
☐ Facsimile  
☒ AIRTEL

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☐ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☐ UNCLAS E F T O  
☐ UNCLAS

Date 8/29/95

TO : SAC, MEMPHIS

FROM : SAC, LOS ANGELES (164A-ME-46828) (RUC)

SUBJECT :   
 CRIME ABOARD AIRCRAFT -  
 ASSAULT ON FLIGHT CREW  
 OO: MEMPHIS

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Re Memphis teletype to Los Angeles, dated 3/4/95.

In as much as captioned subject has been sentenced and there appears to be no further investigation required at Los Angeles, this case is considered RUC.

② - Memphis  
 1 - Los Angeles

(3)

SEARCHED	INDEXED
SERIALIZED	FILED
AUG 31 1995	
FBI - MEMPHIS	

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Approved: \_\_\_\_\_

Transmitted \_\_\_\_\_

(Number)

(Time)

Per \_\_\_\_\_

164A-ME-46828-221



## FINAL DISPOSITION REPORT

Leave Blank

Note: This vital report must be prepared on an individual whose arrest fingerprints have been forwarded to the FBI Identification Division without final disposition noted thereon. If no final disposition is available to arresting agency, also obtain subject's right four finger impressions on this form, complete left side and forward the form when case referred to prosecutor and/or courts. Agency on notice as to final disposition should complete this form and submit to: Director, FBI, Washington, D.C. 20537, Attention: Identification Division.  
(See instructions on reverse side)

FBI No. 899636VA6		Final Disposition & Date (If convicted or subject pleaded guilty to lesser charge, include this modification with disposition.)	
Name on Fingerprint Card Submitted to FBI Last First Middle		On 5/17/94, subject was indicted by a Western District of Tennessee (WDT) grand jury for violation of T49, S1472 (i & j) - one count each. Subject found guilty of all charges. Subsequent to jury trial on 4/15/95, USDJ Julia Gibbons, WDT, sentenced in Federal penitentiary on 8/11/95.	
Date of Birth Sex M		This Form Submitted By:	
Henry		(Name, Title, Agency, ORI No., City & State)	
Fingerprint		Mr. John W. Hancock	
Classification		Special Agent in Charge	
From FBI 1-B Response		Federal Bureau of Investigation	
State Bureau No. (SID)		Memphis, Tennessee 38120-2107	
Social Security No. (SOC)		TNFBIME00	
Contributor of Fingerprints (Include complete name and location of agency, together with ORI number.)		Signature Date	
U.S. Marshal Memphis, Tennessee TNUSM200		Title	
Arrest No. (OCA)	Date Arrested or Received	<input type="checkbox"/> COURT-ORDERED EXPUNGEMENT:	
14601076	5/2/94	Return Arrest Fingerprint Card to Contributing Agency; Certified or Authenticated Copy of Court Order Attached.	
Offenses Charged at Arrest		Right Four Fingers Taken Simultaneously	
Aircraft Piracy			
1 - Bureau ② - Memphis (164A-ME-46828)			

If additional space is needed, check ☐ and continue on reverse side of this form.

FBI/DOJ

164A-ME-46828-222

SEARCHED	INDEXED
SERIALIZED	FILED
JUN 1995	
FBI - MEMPHIS	

164A-ME-46828  
[redacted]b6  
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On October 31, 1995, the following investigation was conducted by SA [redacted] at Memphis, Tennessee:

[redacted] FEDEX Corporation, 2005 Corporate Road, Memphis, Tennessee, telephone number, [redacted] contacted writer to report that security officers had located [redacted]  
[redacted]

A computerized check of the records of the Florida Department of Motor Vehicles revealed that this license was expired [redacted]  
[redacted]  
[redacted]  
[redacted]

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[redacted] advised that the vehicle appeared to have been sitting for over a year. [redacted] further advised that he would notify the family and have the vehicle removed.

164A-ME-46828-223

164A-ME-46828

b6  
b7C

On October 31, 1995, the following investigation was conducted by SA [redacted] at Memphis, Tennessee:

[redacted] FEDEX Corporation, 2005 Corporate Road, Memphis, Tennessee, telephone number, [redacted] contacted writer to report that security officers had located [redacted]  
[redacted]

A computerized check of the records of the Florida Department of Motor Vehicles revealed that this license was expired [redacted]  
[redacted]  
[redacted]

b6  
b7C

[redacted] advised that the vehicle appeared to have been sitting for over a year. [redacted] further advised that he would notify the family and have the vehicle removed.

164A-ME-46828-223

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b7C

3185NRO1. EC

Precedence: ROUTINE

Date: 11/14/1995

To: Director, FBI

From: Memphis

Squad 4

Contact: SA [REDACTED]

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b7C

Approved By: [REDACTED]

Drafted By: [REDACTED]

Case ID #: 164A-ME-46828 (Closed)

Title: [REDACTED]

CRIME ABOARD AIRCRAFT-  
ASSAULT ON FLIGHT CREW;  
OO: MEMPHIS

Synopsis: To advise Headquarters as to the closing of captioned matter.

Reference: REFERENCE TELETYPE TO BUREAU DATED 4/7/94; Serial 1.

Details: On 4/7/94, captioned subject attacked the crew of a FEDEX DC10 cargo plane bound for San Jose, California. [REDACTED]

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On 5/17/94, [REDACTED] was indicted by a Western District of Tennessee (WDT) grand jury for violation of Title 49, Section 1472 (i&j) - Attempted Air Piracy.

[REDACTED]  
[REDACTED] On 8/11/95, United States District Judge Julia Gibbons departed beyond sentencing guidelines of 228-292 months and sentenced [REDACTED]

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Based on above circumstances, Memphis will close captioned matter and retain evidence pending the appeal process.

♦♦

*Evidence to be  
retained pending  
appeal*

[REDACTED]	AUTOMATED SEARCHED	
	MANU	[REDACTED]
	SERIA	[REDACTED]
	INDEXED	[REDACTED]

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164A-ME-46828-224

FBI

## TRANSMIT VIA:

☒ Teletype  
☐ Facsimile  
☐ AIRTEL

## PRECEDENCE:

☐ Immediate  
☐ Priority  
☒ Routine

## CLASSIFICATION:

☐ TOP SECRET  
☐ SECRET  
☐ CONFIDENTIAL  
☒ UNCLAS E F T O  
☐ UNCLAS

Date 4/3/96FM FBI MEMPHIS (80-HQ-<sup>164A-ME-46828</sup>~~1136688~~)

TO DIRECTOR FBI (80-HQ-1136688)/ROUTINE/

BT

UNCLAS E F T O

CITE: //3440//

PASS: [REDACTED] VOLANT CRIMES/FUGITIVE UNIT.

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SUBJECT: INTERVIEW REQUEST/[REDACTED]

REFERENCE DIRECTOR TELETYPE TO MEMPHIS MARCH 28, 1996.

ON APRIL 1, 1996, SA [REDACTED] CASE AGENT ON ATTEMPTED  
 HIJACKING OF FEDERAL EXPRESS FLIGHT 705, CONTACTED FIRST  
 ASSISTANT UNITED STATES ATTORNEY [REDACTED] WHO WAS THE  
 PROSECUTOR ON THE CASE IN QUESTION. AUSA [REDACTED] STATED HE  
 HAD NO OBJECT<sup>ION</sup> TO AN INTERVIEW OF SA [REDACTED]  
 AS LONG AS QUESTIONS PERTAINED TO, AND RESPONSES COVERED ONLY  
 MATTERS THAT ARE PUBLIC RECORD. AUSA [REDACTED] STATED HE WOULD  
 LIKE TO HAVE MORE INFORMATION ABOUT THE SPECIFIC QUESTIONS

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Approved: [REDACTED]

Original filename: ADCO0150.094

Time Received: [REDACTED]

Telprep filename: ADCO0150.094MRI/JULIAN DATE: 4/095ISN: 001FOX DATE & TIME OF ACCEPTANCE: 0005Z 4/3/96

AUTOMATED SEARCHED [REDACTED]

MANUAL SEARCHED [REDACTED]

SERIALIZED [REDACTED]

INDEXED [REDACTED]

FILED [REDACTED]

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164A-ME-46828-225

^PAGE 2 DE ME (80-HQ-1136688) UNCLAS E F T O

THAT WILL BE ASKED PRIOR TO THE ACTUAL INTERVIEW BEING  
CONDUCTED. NO OTHER LAW ENFORCEMENT AGENCIES WERE INVOLVED IN  
THIS INVESTIGATION AND SAC MEMPHIS HAS NO OBJECTION TO THE  
INTERVIEW BEING CONDUCTED.

BT

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RR FBIME

DE RUCNFB #0096 0891103

ZNR UUUUU

R 281928Z MAR 96

FM DIRECTOR FBI (80-HQ-1136688)

TO FBI MEMPHIS/ROUTINE/

BT

UNCLAS

CITE: //0080//

PASS: [REDACTED] SA [REDACTED]  
SA [REDACTED] FILE # 164A-ME-46828.

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SUBJECT: INTERVIEW REQUEST [REDACTED]  
"THE COMMERCIAL APPEAL" [REDACTED] IS WRITING  
BOOK REGARDING THE APRIL/1994 ATTEMPTED HIJACKING OF FEDERAL  
EXPRESS FLIGHT 705. THE SUBJECT WAS CONVICTED IN U.S. DISTRICT  
COURT IN WEST TENNESSEE IN 1995. HE RECEIVED A [REDACTED]

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[REDACTED]  
[REDACTED] REQUESTS AN INTERVIEW WITH CASE AGENT  
SA [REDACTED] IF APPROVED, SA [REDACTED] IS RESTRICTED TO LIMIT

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b6  
b7C

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164A-ME-46828-

SEARCHED	[REDACTED]	INDEXED	[REDACTED]
SERIALIZED	[REDACTED]	FILED	[REDACTED]
MAR 29 1996			
FBI - MEMPHIS			

[REDACTED]

PAGE TWO DE RUCNFB 0096 UNCLAS

HIS COMMENTS TO MATTERS THAT ARE OF A PUBLIC RECORD.

FBI MEMPHIS IS REQUESTED TO REVIEW THIS REQUEST WITH THE  
U.S. ATTORNEY'S OFFICE AND OTHER INVOLVED LAW ENFORCEMENT  
AGENCIES THEN FORWARD THEIR ADDENDUM TO THE VIOLENT  
CRIMES/FUGITIVE UNIT FOR FINAL APPROVAL. THE CRIMINAL  
INVESTIGATIVE DIVISION IS REQUESTED TO FORWARD BOTH ADDENDUMS TO

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BY FRIDAY, MARCH 29, 1996.

BT

#0096

NNNN



(Indicate page, name of newspaper, city and state.)

(Mount Clipping in Space Below)

Captain David Sanders safely landed FedEx Flight 705 at Memphis International Airport in 1994 after a brutal in-flight brawl instigated by passenger Auburn Calloway, a FedEx employee.



File photograph by Dave Darrell

# FLIGHT WITH THE DEVIL

Date *June 28, 1994*  
Edition *Memphis, TN*  
Title *Flight 705 - Devil*

Character  
or  
Classification  
Submitting Office *Memphis*

Indexing

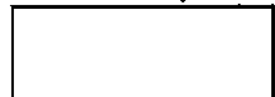


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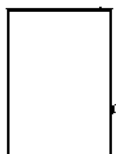
MEDIA REP.

*164A-ME-46828-*



*227*

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File photograph by Richard Gardner

The three crew members and Calloway all were treated at the Regional Medical Center at Memphis. Sanders was able to walk in, badly injured first officer Jim Tucker (left, on stretcher) required emergency surgery. Flight engineer Andy Peterson (not pictured) nearly died.

# Bloodied crew fought assailant for control of jet at 18,000 feet

*Excerpted from Hijacked: The True Story of the Heroes of Flight 705. Copyright 1997, Dave Hirschman. Hirschman is a reporter for The Commercial Appeal*

**O**n April 7, 1994, Auburn Calloway, a Federal Express flight engineer who was facing a disciplinary hearing he feared would end his career, boarded FedEx Flight 705 as a passenger shortly before the DC10 headed for California.

His carry-on luggage included a guitar case filled with weapons, which he planned to use to incapacitate the three-man crew — captain David Sanders, first officer Jim Tucker and flight engineer Andy Peterson — and crash the plane.

At 18,000 feet, Calloway quietly entered the cockpit and attacked the crew with a claw hammer, critically injuring two of them. Calloway, a martial arts expert, had plotted the hijacking in great detail. But he hadn't anticipated the crew's determination to survive, their physical strength or aviation skill.

■ Three years later, the crew of Flight 705 remain stuck in professional limbo/E2



File photograph by Robert Cohen

Saluted as heroes in 1994 by union official J. Randolph Babbitt (left), Sanders (second from left), Tucker (third from left) and Peterson still do not have medical clearance from the FAA to fly.

Despite fractured skulls, massive blood loss and partial paralysis, Tucker and Peterson pinned Calloway to the galley floor while Sanders — alone in the cockpit — brought the overweight plane toward Memphis Interna-

tional Airport at top speed

**"A JUMBLED HEAP"**

APRIL 7

3:55 p.m.

As Tucker and Peterson grew weaker from blood loss,

Calloway seemed to gain strength. He reached for the sledgehammer on the floor, but Peterson pinned his arms.

"You hang in there now!" Sanders yelled toward the

Please see **FLIGHT**, Page E3

# Flight

rear of the plane. The captain could hear them struggling again.

The plane was 18 miles from the airport. Just four minutes away.

Calloway had been resting, totally limp, for several minutes. His muscles began to tense for what Tucker suspected would be a final, furious assault.

Seconds later, Calloway gritted his teeth and bridged his shoulders off the grooved, matted floor. He rolled away from Peterson and climbed onto his hands and knees. Tucker and Peterson were draped across his back, but Tucker was unable to gain his balance. Peterson could see that Tucker was on the verge of losing consciousness, so the flight engineer took the lead.

"Stay down!" Peterson yelled at Calloway, still trying to hold his arms.

Calloway pushed himself against the two rear-facing jumpseats and used the chairs to pull himself off the floor, dragging the two clinging crew members with him. Just then, Calloway reached back with his right hand and found Tucker's face.

With his thumb, Calloway gouged the copilot's eyes, scratching and digging with his sharp thumbnail. But with all the blood lubricating Tucker's face, the attacker's fingers slipped each time he pressed and Tucker turned his head away.

As they struggled, the upholstery that Calloway was using to support himself began to tear away from the seat cushions. Then the fabric gave way, and Calloway fell back to the floor in a jumbled heap with Peterson and Tucker.

The plane was 14 miles from the airport.

In the cockpit, Sanders spotted the downtown Memphis skyline in the distance and aimed slightly south of it, where he knew the airport would soon appear.

Blood from the open wounds on his head kept clouding the vision in Sanders's left eye. He tried wiping it away with his arm every few seconds, but it was pointless. He couldn't stop or even slow the flow, and he couldn't allow the annoyance to distract him.

The captain thanked God for the clear day. Poor visibility or high winds would have made his task more difficult. As it was, the plane would be almost perfectly aligned with the east-facing runway. He planned to come straight in and brake to a halt directly in front of the FedEx hub.

There were no aircraft on the runways or taxiways, and Sanders reasoned that the facility must be closed to handle the ongoing aerial emergency. He expected to see the flashing lights of police cars, ambulances, and fire trucks on the ground at any time.

Then the struggle erupted again behind the cockpit, more violently and ferociously than ever. The situation was intolerable. Sanders had to decide whether to put the airplane back on autopilot so it would maintain altitude and go back to the galley area and re-enter the brawl, or remain alone in the cockpit and try to land the airplane right away.

Sanders decided it was time to permanently end the struggle behind the cockpit. If that meant he had to kill Calloway himself, so be it. He set the autopilot so the DC10 would hold its current altitude of 7,000 feet. Then he slid his chair back, unfastened his seat-belt harness, and stood up. The claw hammer that Calloway had used in the initial attack was on the floor next to the engineer's table.

## SORT OF UNDER CONTROL

3:37 p.m.

Just as Sanders was about to leave the cockpit of the DC10, copilot Tucker yelled from the galley area that Calloway was under control again. Sanders decided to remain in the cockpit and attempt a landing. He quickly sat down at the controls again, slid his seat forward, and disengaged the autopilot. He would fly the airplane manually the rest of the way. Sanders pushed the nose of the DC10 downward and began a speedy descent into Memphis.

"Express seven-zero-five heavy, verify the situation is still under control," air traffic controller Paul Candalino called on the radio.

"Well," Sanders replied, "it's sort of under control."

That was the best he could do for now. The plane should be visible to spotters in the control tower at the airport at any moment.



Auburn Calloway

"Express seven-zero-five heavy, you are 14 miles from the airport," Candalino said. "Advise when you get it in sight."

"I have it in sight," Sanders replied.

"Express seven-zero-five heavy is clear to land, visual approach, Runway niner."

"Cleared to land," Sanders confirmed.

"TOO HIGH, TOO FAST"

3:58 p.m.

"Express seven-zero-five heavy, you're about six-and-a-half miles from the runway threshold. If able, when you're on the ground, advise when you're on the ground," air traffic controller Paul Candalino said from his windowless ground-floor office. "I won't make any more transmissions to you at this time."

A double click of the DC10 microphone acknowledged the message. Upstairs, workers gathered at the west side of the control tower, and all eyes focused on the gigantic plane coming from that direction.

It was about 4,000 feet high and coming in fast — too fast.

"COMING AROUND TO THREE-SIX LEFT"

3:59 p.m.

There was more commotion in the galley area behind Sanders. He had to let the crew know that they needn't suffer anymore.

"Kill the son of a bitch!" Sanders shouted toward the galley area, giving the orders and accepting the responsibility. "Kill him, kill him, kill him, kill him!"

Calloway had rolled onto his side and was thrashing his arms and legs. Peterson tried to hold the attacker's arms down, but couldn't. Calloway's teeth locked down on the flight engineer's shoulder, tearing the skin.

"Jim, Jim, Jim!" Peterson shouted in pain. "Jim, help me!"

Even though the pain was excruciating, Peterson didn't move. Tucker sprawled across Calloway's waist. But the tall copilot had lost virtually all of his strength, balance, and coordination. He was exhausted, barely able to move or breathe.

"Stop fighting!" Peterson pleaded.

In the cockpit, Sanders realized that leaving the plane on autopilot at 7,000 feet for those critical seconds had made his approach to the east-facing runway too high and too fast. The plane was traveling at 365 mph — almost double its normal approach speed. Even if Sanders pulled the three throttle levers all the way back to idle, there was no way he could descend while slowing the overweight plane to its normal approach speed of 190 mph. A straight-in landing would make it impossible to stop the airplane in time. The DC10 would roll off the pavement at a high rate of speed with possibly catastrophic results. There were fences, a deep gully, and a busy four-lane street at the far end of the runway. Sanders had to do something else, quick.

"I'm coming around to Three-six Left!" he told air traffic controllers.

Sanders's short statement informed air traffic controllers that he now intended to land on the nearer of two parallel north-facing runways. In order to get there, he had to turn sharply right, then make an immediate 180-degree left turn to align the fast-moving airplane with the 2-mile-long concrete strip.

The maneuver might be possible for a cropduster. But for an overweight DC10, fully loaded with fuel for the long trip, and being flown by a single, injured pilot, it seemed like too much to ask.

"ALL HE COULD DO"

4:00 p.m.

"Clear to land," Candalino replied from his station below. "You are clear to land, visual approach, Runway Three-six Left. Wind is (from the north-east) at eight (miles an hour). All the emergency equipment will be on one two one point niner."

Another double click of the microphone.

Candalino lowered his face to his hands. He had done all he could do. But somehow, it didn't feel like enough.

"ALL IT KNOWS IS AIRSPEED"

4:01 p.m.

In the Navy, Sanders had made scores of high-speed, high-angle approaches. But they had been done decades ago, mostly in single-engine trainers — not wide-body jets.

Still, an airplane is an airplane, Sanders reasoned. All it knows is airspeed. An ironing board will fly if it has enough wind going over it. So would the DC10 if he could keep the speed up.

There was no time to wait.

Sanders turned steeply to the right and pulled hard on the yoke. The plane passed 35 degrees angle of bank, an unusually steep turn this close to the ground, but Sanders could see he needed to turn even harder to avoid coming too close to

his intended touchdown point. At 45 degrees angle of bank, the same was true. Sanders turned the yoke all the way to the right and held it there as the DC10 reached 60 degrees of bank. It was virtually on its side when he began to roll out of the descending turn.

*Bank angle . . . bank angle . . .*

The automated voice from the airplane's computer system sounded whenever the plane turned too steeply. Sanders ignored the warnings.

"Ow! Jim, he's biting me!" Peterson yelled in the galley area.

"Stay down!" Tucker warned.

*Bank angle . . . bank angle . . .*

The runway was off the left wing of the aircraft now. Sanders would have to make an extremely hard 180-degree left turn in order to get there. He reached out with his right hand and instinctively grasped the speed-brake lever on the center console behind the throttle levers. He pulled it backward abruptly and instantly felt the deceleration as the plane slowed from more than 300 mph to 270.

Without his glasses, Sanders found the gauges on the instrument panel slightly fuzzy. But his distance vision was good, especially in the daytime. And Sanders could tell by the sound and feel of the airplane that everything was working properly. He wanted to keep the plane moving as fast as possible and make the approach as tight as he could. Reducing speed meant more time in the air. That would put the crew at risk for additional seconds.

At 260 mph, Sanders reached to the copilot's side of the instrument panel with his right hand and found the round landing-gear handle. He pulled the knob sharply down and was gratified to hear the familiar sound of four massive landing gear groaning and clanking into position.

Next came the flaps.

Under normal conditions, DC10 crews add flaps a little at a time to smoothly slow the aircraft. Sanders did the same this time. If he lowered the flaps or the landing gear when the plane was traveling too fast, he could damage them. A mistake now could cause the landing gear to fail or not to extend all the way. That might make the landing gear collapse when the plane touched down. Extending the flaps too soon could crack them or rip them off the airplane. He couldn't take those risks.

Sanders dropped the flaps to 15 degrees, the standard approach setting, and he noticed the deceleration immediately. He glanced at the airspeed indicator. The moment the needle registered 210 mph, Sanders pushed the flap handle all the way down. The hulking plane responded as though he had tossed out an anchor.

Flight 705 was 2,200 feet above the ground, and Sanders began a 180-degree turn toward the runway as the flaps continued to extend.

*Bank angle . . . bank angle . . .*

The DC10 was making an impossibly tight turn, and its descent rate became excessive. Halfway through the turn, Flight 705 had dropped 1,000 feet. It was just 1,200 feet above the ground and falling like a rock.

"He's after the hammer, Andy!"

The wooden-handled sledgehammer was on the floor just out of Calloway's reach. Tucker tried to kick it away, but his legs wouldn't respond.

*Altitude alert, one thousand!*

"Where's he going?" Peterson asked.

Tucker could see that the hammer was just beyond the attacker's outstretched fingers. Peterson probably could reach it, but he was lying across Calloway's chest and couldn't see the weapon.

"The hammer's by your leg," Tucker tried to tell Peterson, but he was so breathless the words came out in gasps. "Your left leg. You have to grab it, Andy. You have to grab it. And you have to hit him with it."

Keeping his chest against Calloway's belly, Peterson reached back with his left hand and located the hammer. His wet, sticky fingers wrapped around the wooden handle.

Calloway continued to struggle. Pulling his arms and legs in close to his body, he rolled onto his side with Peterson still sprawled across him. Tucker was too weak and too dizzy to provide any meaningful assistance.

"Andy," Tucker began again in a low, stern voice, as if trying to communicate an important point to a child. "Andy, you have to take the hammer. And you have to hit him with it. Do you understand? You have to hit him, or he's going to kill us."

*Pull up! Sink rate! Pull up! Sink rate!*

Sanders was allowing the aircraft to descend far faster than normal. The plane banked 35 degrees in a steep, descending left turn. Sanders would have to wait until the last possible moment before leveling the wings in order to line up with the runway. If he kept the plane in a turn too long, it would strike the ground with enough force to kill everyone on board.

The paved runway surface was 9,600 feet long. Under ideal conditions, a DC10 at its maximum allowable landing weight needs 6,130 feet of runway to stop from the point it touches down. Because of its full load of fuel, Flight 705 was far above its maximum landing weight. It would need even more distance.

Sanders glanced at the air-speed indicator as he drove the nose of the airplane toward the concrete runway surface. The DC10 was traveling 220 mph — far above the normal landing speed of 140 mph. The speed was on the verge of being too high for the DC10's tires. If the wheels touched down at more than 200 mph, the impact could make the 10 main landing-gear tires disintegrate on touchdown. If that happened, the plane would instantly careen out of control.

Sanders intended to slow the plane to 190 mph at touchdown. He had practiced emergency landings with high approach speeds many times in computerized flight simulators at FedEx. Every six months, captains were required to perform simulated landings without flaps, and the recommended touchdown speed was 190 mph. The captain was confident that if he brought the plane in at that speed, he could bring the overweight jet to a stop on the runway surface.

Sanders aligned the plane with the segmented white stripes that marked the runway centerline. White lines passed underneath the cockpit in a blur. Sanders rolled abruptly out of the turn and stopped its rapid rate of descent all at once.

The flaps were extended 40 degrees, and the resistance of the passing air hadn't allowed them to reach their full travel of 50 degrees. The plane was moving at 212 mph and it was over the runway.

The crew was almost home.

#### "CAVALRY CHARGE"

4:04 p.m.

The DC10's main landing-gear tires touched down at 208 mph on the grooved runway surface, and all 10 tires remained intact.

In the cockpit, Sanders pushed forward on the control yoke immediately to bring the nose wheel to the ground. He pulled the three throttle handles all the way back into reverse and stood on the brakes.

He didn't care if he burned them up. He had to stop the airplane right here, right now.

The DC10's antilock brakes kept the tires rolling. Sanders straightened the plane with the rudder pedals, then he found the tiller that steered the nose wheel. The plane lurched to a halt on the east side of the runway surface about 1,000 feet from the end.

Sanders watched the cavalry charge of emergency vehicles screaming toward him from the other side of the airfield. On the radio, the pilot of a small airplane who was listening to the emergency unfold congratulated the controllers on their handling of the emergency, but to Sanders, it wasn't over yet.

"Get the crews over here now!" he yelled into the microphone. "Get 'em over here in a hurry!"

There was more commotion behind the cockpit.

"Stop the jet, help us!" Peterson pleaded from the galley area. "Stop the jet on the ground and help us!"

Sanders rushed out of the cockpit. Tucker, Peterson and Calloway were a pile of intertwined arms and legs by the left passenger door. Calloway was lying on his back with Peterson on his chest. Tucker sprawled across the attacker's side. The three men were gasping for air, but none of them moved. They were totally spent.

The jump seat that Calloway had occupied was covered with blood. The seat next to it had most of its upholstery ripped off.

The black guitar case that Calloway had brought onto the plane was open, a plastic spear gun cover with product name "Magnum 70 by ScubaPro" lay inside. A diving knife with an 8-inch stainless-steel blade was still in its black plastic sheath next to the guitar case. A leather penny loafer that had been pried from Tucker's left foot rested by the passenger door on top of a heap of bloody magazines, financial brochures, and books.

"Have they got the emergency equipment out here yet?" Peterson asked breathlessly.

"They're on the way," Sanders said.

The captain started to reach for the emergency handle by the left passenger door, but the three injured men were too close to it. He didn't want the

crew members to fall to the ground more than 20 feet below.

"Blow the other door!" Peterson yelled.

"Yeah!" Sanders went to the cockpit and shut down the engines. Then he ran back to the right side of the DC10 and yanked the red emergency handle. The door opened with a bang, then a hiss as the yellow slide inflated all the way to the ground.

Calloway was still conscious, still writhing, still gnashing his teeth and trying to bite.

"Don't get close enough that he can grab anything," Peterson warned the captain.

"Don't move!" Sanders yelled furiously to the attacker, picking up the spear gun. The spear was loose on the floor.

"Shut the engines down," Peterson said to Sanders. "Did you shut the engines down?"

"Yeah. Don't let him move!"

Tucker tried to rise but collapsed on the floor, his chest heaving with each labored breath.

*Sanders, Tucker, Peterson and Calloway were transported to The Med, where the treatment for their injuries began. Rehabilitation would take much longer, especially for the severely injured Tucker.*

FEDERAL BUREAU OF INVESTIGATION  
FOI, PA  
DELETED PAGE INFORMATION SHEET  
FOI, PA# 1409818-000

Total Deleted Page(s) 56

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0013 | ORIG NOTES RE INTERVIEW

b6  
b7C

0012 | ORIG NOTES RE INTERVIEW

0011 | ORIG NOTES RE (FEDERAL EXPRESS HEALTH AND LIFE INSURANCE DOCUMENT

0010 | ORIG NOTES RE INTERVIEW  
FOR FEDERAL EXPRESS

0009 | ORIG NOTES RE INTERVIEW

48

NUM ↑

32

FILE: ME-0046828-1A (164A)

1A NO | DESCRIPTION

0008 | ORIG NOTES RE INTERVIEW

b6  
b7C

0007 | ORIG NOTES RE INTERVIEW

0006 | ORIG NOTES RE INTERVIEW

0005 | RECEIPT FM [REDACTED] RE [REDACTED] PERSONAL ITEMS

0004 | COPIES OF YELLOW NOTE PAD AND 2 SHEETS OF WHITE PAPER W/NOTES;  
FOUND IN AIRCRAFT [REDACTED]

0003 | ORIG NOTES RE INTERVIEW

0002 | COPIES OF POLICE REPORTS

0001 | COMPUTER PRINTOUT RE FLIGHT PLAN/RELEASE CONCERNING FEDERAL  
EXPRESS FLIGHT 705

48

NUM ↑

32



1A①

Universal File Case Number 164A-ME-46828Field Office Acquiring Evidence ME

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94

From \_\_\_\_\_

(Name of Contributor)

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(Address of Contributor)

By SA \_\_\_\_\_

(Name of Special Agent)

To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ NoGrand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure☐ Yes ☒ No

Title: \_\_\_\_\_

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☐ Original notes re interview of

Computer printout on  
flight plan/Release concerning  
Federal Express flight  
705

1A(2)

Universal File Case Number 164A-ME-4828Field Office Acquiring Evidence ME

Serial # of Originating Document \_\_\_\_\_

Date Received 4/7/94From  b6  
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By SA To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ NoGrand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure  
☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☐ Original notes re interview ofCopies of police reports

OFFENSE INFORMATION

Offense/Incident ASSAULT / AGG  
Location of Occurrence 2491 WINCHESTER District 321 Meter \_\_\_\_\_  
Second Location \_\_\_\_\_ Second District \_\_\_\_\_ Meter \_\_\_\_\_  
Occur Day of Week TN Date 94 104 107 Est? \_\_\_\_\_ Time 1547 Est? 9 Reported Date 94 104 107 Time 1553

VICTIM INFORMATION

Victim (L,F,M) \_\_\_\_\_ Sex \_\_\_\_\_  
Residence Address \_\_\_\_\_ DOB \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Res \_\_\_\_\_  
Business Name \_\_\_\_\_ Bureau Victim to Call \_\_\_\_\_  
Business/Other \_\_\_\_\_ Phone \_\_\_\_\_ Ext \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Identify Suspect? \_\_\_\_\_

COMPLAINANT INFORMATION

Name (L,F,M) \_\_\_\_\_ Sex \_\_\_\_\_ Race \_\_\_\_\_ Age \_\_\_\_\_  
Residence Address \_\_\_\_\_ Residence Phone \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Call Bureau \_\_\_\_\_ ID Suspect? \_\_\_\_\_  
Business/Other \_\_\_\_\_ Business Name \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Phone \_\_\_\_\_ Ext \_\_\_\_\_

WITNESS INFORMATION

Name (L,F,M) \_\_\_\_\_ Sex \_\_\_\_\_ Race \_\_\_\_\_ Age \_\_\_\_\_  
Residence Address \_\_\_\_\_ Residence Phone \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Call Bureau \_\_\_\_\_ ID Suspect? \_\_\_\_\_  
Business/Other \_\_\_\_\_ Business Name \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Phone \_\_\_\_\_ Ext \_\_\_\_\_

Name (L,F,M) \_\_\_\_\_ Sex \_\_\_\_\_ Race \_\_\_\_\_ Age \_\_\_\_\_  
Residence Address \_\_\_\_\_ Residence Phone \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Call Bureau \_\_\_\_\_ ID Suspect? \_\_\_\_\_  
Business/Other \_\_\_\_\_ Business Name \_\_\_\_\_  
City/State/Zip \_\_\_\_\_ Phone \_\_\_\_\_ Ext \_\_\_\_\_

SUSPECT INFORMATION

Name (L,F,M) \_\_\_\_\_ Sex \_\_\_\_\_ Race \_\_\_\_\_ Age \_\_\_\_\_  
AKA (L,F,M) \_\_\_\_\_ DOB \_\_\_\_\_ Height \_\_\_\_\_ Weight \_\_\_\_\_  
Slang Nickname \_\_\_\_\_ Marital Status \_\_\_\_\_  
Residence Address \_\_\_\_\_ Residence Phone \_\_\_\_\_  
Business/Other \_\_\_\_\_ Phone \_\_\_\_\_ Ext \_\_\_\_\_  
Hair/Length \_\_\_\_\_ /Color \_\_\_\_\_ /Style \_\_\_\_\_ Eyes \_\_\_\_\_ Glasses? \_\_\_\_\_  
Facial Hair/Color \_\_\_\_\_ /Style \_\_\_\_\_ Voice \_\_\_\_\_ Speech \_\_\_\_\_  
Complexion \_\_\_\_\_ Demeanor \_\_\_\_\_ General Appearance \_\_\_\_\_ Build \_\_\_\_\_  
Scars/Marks \_\_\_\_\_ /Location \_\_\_\_\_ /Description \_\_\_\_\_  
Shirt/Blouse \_\_\_\_\_ Number \_\_\_\_\_ Black \_\_\_\_\_ White \_\_\_\_\_ Other \_\_\_\_\_  
Pants/Skirt \_\_\_\_\_ Male \_\_\_\_\_  
Accessories \_\_\_\_\_ Female \_\_\_\_\_  
Known/Related Victim? \_\_\_\_\_ How \_\_\_\_\_ How Arrested \_\_\_\_\_ Group? \_\_\_\_\_ Name \_\_\_\_\_

SUSPECT VEHICLE

Make \_\_\_\_\_ Model \_\_\_\_\_ Style \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_  
License # \_\_\_\_\_ License State \_\_\_\_\_ Suspect Vehicle ID? \_\_\_\_\_ Disposition \_\_\_\_\_  
Features \_\_\_\_\_

VICTIM VEHICLE INFORMATION

Vehicle Make \_\_\_\_\_ Model \_\_\_\_\_ Style \_\_\_\_\_ Vehicle Year \_\_\_\_\_  
Color \_\_\_\_\_ License # \_\_\_\_\_ License State \_\_\_\_\_ License Year \_\_\_\_\_  
VIN \_\_\_\_\_ Verified? \_\_\_\_\_ Vehicle Value \_\_\_\_\_ Payment Past Due? \_\_\_\_\_  
Insurance Company \_\_\_\_\_ Phone \_\_\_\_\_ Lien Holder \_\_\_\_\_ Phone \_\_\_\_\_  
NCIC Number \_\_\_\_\_ Features/Damage \_\_\_\_\_  
Recovered Location \_\_\_\_\_ Property in Vehicle? \_\_\_\_\_  
Processed? \_\_\_\_\_ Towed To \_\_\_\_\_ Towed By \_\_\_\_\_ Stripped? \_\_\_\_\_ Burned? \_\_\_\_\_  
Owner Notified \_\_\_\_\_ Released To \_\_\_\_\_

## MEMPHIS POLICE DEPARTMENT

REPORT # 941041071

## OFFENSE/OFFICER WORKSHEET

PAGE 2 OF

## OFFENSE INFORMATION

Offense/Incident Assault / Agg  
 Location of Occurrence 2491 Winchester District 321 Meter         
 Second Location        Second District        Meter         
 Occur Day of Week TH Date 94104107 Est?        Time 1547 Est? 4 Reported Date 94104107 Time 1513

Victim (L,F,M)        Sex        DOB        Res         
 Residence Address         
 City/State/Zip         
 Business Name        Bureau Victim to Call         
 Business/Other        Phone        /        Ext         
 City/State/Zip        Identify Suspect?       

## COMPLAINANT INFORMATION

Name (L,F,M)        Sex        Race        Age         
 Residence Address        Residence Phone        /         
 City/State/Zip        Call Bureau        ID Suspect?         
 Business/Other        Business Name         
 City/State/Zip        Phone        /        Ext       

## WITNESS INFORMATION

Name (L,F,M)        Sex        Race        Age         
 Residence Address        Residence Phone        /         
 City/State/Zip        Call Bureau        ID Suspect?         
 Business/Other        Business Name         
 City/State/Zip        Phone        /        Ext       

Name (L,F,M)        Sex        Race        Age         
 Residence Address        Residence Phone        /         
 City/State/Zip        Call Bureau        ID Suspect?         
 Business/Other        Business Name         
 City/State/Zip        Phone        /        Ext       

## SUSPECT INFORMATION

Name (L,F,M)        Sex        Race        Age         
 AKA (L,F,M)        DOB        /        /        Height        Weight         
 Slang Nickname        Marital Status         
 Residence Address        Residence Phone        /         
 Business/Other        Phone        /        Ext         
 Hair/Length        /Color        /Style        Eyes        Glasses?         
 Facial Hair/Color        /Style        Voice        Speech         
 Complexion        Demeanor        General Appearance        Build         
 Scars/Marks        /Location        /Description       

Shirt/Blouse        Color        Type        Desc.        Multiple Suspects         
 Pants/Skirt        Number        Black        White        Other         
 Accessories        Male         
 Known/Related Victim?        How        How Arrested        Female         
 Group?        Name       

## SUSPECT VEHICLE

Make        Model        Style        Year        Color         
 License #        License State        Suspect Vehicle ID?        Disposition         
 Features       

## VICTIM VEHICLE INFORMATION

Vehicle Make        Model        Style        Vehicle Year         
 Color        License #        License State        License Year         
 VIN        Verified?        Vehicle Value        Payment Past Due?         
 Insurance Company        Phone        Lien Holder        Phone         
 NCIC Number        Features/Damage        Property in Vehicle?         
 Recovered Location        Processed?        Towed To        Towed By        Stripped?        Burned?         
 Owner Notified        Released To

# RECORD OF ARREST

## MEMPHIS POLICE DEPARTMENT

1. Day <i>Thu</i>		Date <i>9/14/07</i>		Time <i>1730</i>		2. Location of Arrest <i>877 Jefferson</i>		District <i>321</i>		Section <i>EAST</i>		3. Booking No.					
4. Name						5. Aliases-Nickname				6. Driver's License No. & State							
7. Date of Birth												9. Soc. Sec. No.					
10. Residence Street <i>AT LARGE</i>														11. Weapon-Make & Model <i>HAMMER</i>		12. Property Receipt No.	
13. Vehicle Driven by Arrestee				License Number & State				Disposition of Vehicle		Accident Involved Yes <input type="checkbox"/> No <input type="checkbox"/>		Vehicle I.D. Number					
14. Arrested With				15. Indicate I.S.D. Section Involved <i>HOLD FOR</i> <i>NOT BY EX-103 Homicide</i>				16. Offense Report No.		17. Sheriff's R & I No.							
18. Complainant's Name				Age		Sex		Race		Residence Address		Residence Phone					
19. Witness				Age		Sex		Race		Residence Address		Residence Phone					
20. Charges and Court Action <i>Assault / Aggravated</i> <i>(3 counts)</i>										TCA 39-13-102		Date					
												Hour					
												Div.					
												Disposition					
Investigating Officer						Emp. #		Investigating Officer		Emp. #		Assigned					
												Supervisor Approv.					
22. Narrative <i>Defendant attacked and assaulted 3 Federal Express employees with a hammer while onboard an airplane. After landing the airplane, the pilot and 2 crew members held defendant until he could be arrested. Defendant and crew members were transported to the Med by F.D. Ambulance in critical condition.</i>																	
Right Thumbprint																	
<i>made the scene at the MED + advised charges.</i>																	

b6  
b7C

b6  
b7C

1A (3)

Universal File Case Number 164A-M5-46828

Field Office Acquiring Evidence M5

Serial # of Originating Document \_\_\_\_\_

Date Received 4/1/94

From

[Redacted]

b6

b7C

(Name of Contributor)

(Address of Contributor)

By

SA

[Redacted]

To Be Returned ☐ Yes ☒ No

Receipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference:

(Communication Enclosing Material)

Description: ☒ Original notes re interview of

[Redacted]

b6

b7C



1A (4)

Universal File Case Number 164A-MC-46828Field Office Acquiring Evidence MB

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94From  b6  
b7C

(Name of Contributor)

(Address of Contributor)

By SA To Be Returned ☐ Yes ☒ NoReceipt Given ☒ Yes ☐ NoGrand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure  
☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☐ Original notes re interview of

Copies of yellow note pad  
and 2 sheets of white paper  
Both containing notes.  
Yellow pad and white paper  
found in aircraft by

b6  
b7C

1A(5)

Universal File Case Number 164A-ME-46826

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94

From \_\_\_\_\_

(Name of Contributor)

(Address of Contributor)

By \_\_\_\_\_

(Name of Special Agent)

b6

b7C

To Be Returned ☐ Yes ☐ No

Receipt Given ☐ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure

☐ Yes ☐ No

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☐ Original notes re interview of

Receipt: \_\_\_\_\_

b6

b7C

Personal Items

UNITED STATES DEPARTMENT OF JUSTICE  
FEDERAL BUREAU OF INVESTIGATION  
Receipt for Property Received/Returned/Released/Seized

Page 1 of 1

On (date)

April 4, 1994

item(s) listed below were:

- ☒ Received From  
☐ Returned To  
☐ Released To  
☐ Seized

(Name)

(Street Address)

(City)

Memphis, TN

Federal Express

Description of  
Item(s):

Envelope containing personal items

from [redacted] locker

in flight crew lounge including:

[redacted]

Received by: SA

(Signature)

FBI

Received from

(Signature)

b6

b7C

1A(6)

Universal File Case Number 164A-ME-46828

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94

From \_\_\_\_\_

(Name of Contributor)

(Address of Contributor)

By \_\_\_\_\_

(Name of Special Agent)

b6

b7C

To Be Returned ☐ Yes ☐ No

Receipt Given ☐ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure

☐ Yes ☐ No

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☒ Original notes re interview of

\_\_\_\_\_

b6

b7C

1A7

Universal File Case Number 164A-MFField Office Acquiring Evidence 46828

Serial # of Originating Document \_\_\_\_\_

Date Received 3/7/94

From \_\_\_\_\_

(Name of Contributor)

(Address of Contributor)

By \_\_\_\_\_

(Name of Special Agent)

b6

b7C

To Be Returned ☐ Yes ☐ NoReceipt Given ☐ Yes ☐ NoGrand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure☐ Yes ☐ No

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☒ Original notes re interview of

b6

b7C

1A8

46828

Universal File Case Number 864-b-m-e

Field Office Acquiring Evidence ME

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94

From  b6  
b7C

(Contributor)

(Address of Contributor)

To Be Returned ☐ Yes ☒ No

Receipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)

Description: ☒ Original notes re interview of

b6  
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1A9

Universal File Case Number 164A-MS-46828

Field Office Acquiring Evidence ME

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94

From  b6

(Address of Contributor) b7C

(Address of Contributor)

To Be Returned ☐ Yes ☒ No

Receipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant  
to Rule 6 (e), Federal Rules of Criminal Procedure

☐ Yes ☒ No.

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☒ Original notes re interview of

b6

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1A10

Universal File Case Number 164A-ME-46828Field Office Acquiring Evidence Memphis Division

Serial # of Originating Document \_\_\_\_\_

Date Received 4-8-94

From \_\_\_\_\_

(Name of Contributor)

(Address of Contributor)

By \_\_\_\_\_

b6  
b7CTo Be Returned ☐ Yes ☐ NoReceipt Given ☐ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

b6  
b7CDescription: ☒ Original notes re interview of

Federal Express



1A(11)

Universal File Case Number 164A-ME-46828Field Office Acquiring Evidence Memphis, Tenn

Serial # of Originating Document \_\_\_\_\_

Date Received 4-8-94From \_\_\_\_\_  
(Name of Contributor)

By \_\_\_\_\_

b6  
b7CTo Be Returned ☐ Yes ☐ NoReceipt Given ☐ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☒ Original notes re interview ofFederal Express Health and Life insurance  
documentb6  
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1A(12)

Universal File Case Number 164A-ME-46828  
Field Office Acquiring Evidence Memphis Div.  
Serial # of Originating Document \_\_\_\_\_  
Date Received 4-8-94  
From \_\_\_\_\_  
(Name of Contributor)

(Address of Contributor)

By

b6  
b7CTo Be Returned ☐ Yes ☐ NoReceipt Given ☐ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)

Description: ☒ Original notes re interview ofb6  
b7C

1A(13)

Universal File Case Number

164A-ME-46828

Field Office Acquiring Evidence

Serial # of Originating Document

Date Received

4/12/94

From

SA

(Name of Contributor)

b6  
b7C

FBI

(Address of Contributor)

ME TN

(City and State)

By

same

(Name of Special Agent)

To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference:

302

(Communication Enclosing Material)

Description: ☒ Original notes re interview of

FEDEX of

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FEDERAL BUREAU OF INVESTIGATION  
FOI, PA  
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FOI, PA# 1409818-000

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Page 27 ~ b6; b7C; b7E;  
Page 28 ~ b7E;  
Page 29 ~ b6; b7C; b7E;  
Page 30 ~ b6; b7C; b7E;  
Page 31 ~ b6; b7C; b7E;  
Page 32 ~ b6; b7C; b7E;  
Page 33 ~ b6; b7C; b7E;

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0014 | PHOTOS TAKEN AT CRIME SCENE ON 4/7/94

(File No.) \_\_\_\_\_

164-File-46928-1A



1A14

Universal File Case Number 164A-Me-46828

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4-15-94From MPD  
(Name of Contributor)

(Address of Contributor)

Memphis TN

(State)

By \_\_\_\_\_  
(Name of Special Agent)To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☐ Original notes re interview ofPHOTOS TAKEN @ CRIME SCENEFE 705 4-15-94b6  
b7c



John Peter Jr.

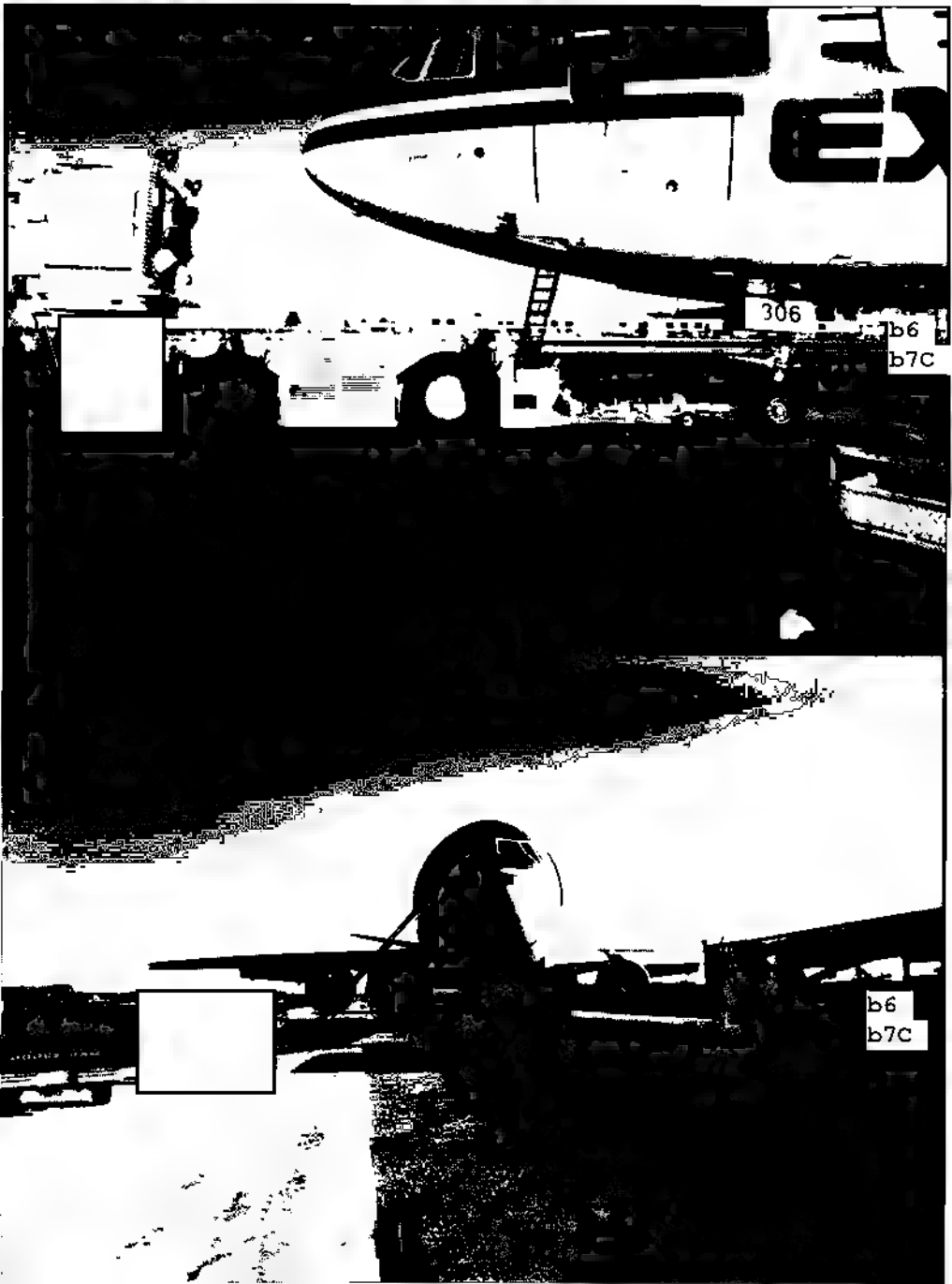
FEDE  
EXPA

306

b6

b7C





306

b6

b7C

b6

b7C



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Page 42 ~ Duplicate;

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0022 | ORIG NOTES RE INTERVIEW

b6

b7C

0021 | COLOR PHOTOS W/NEG

TAKEN AT THE MED ON 4/8/94

0020 | COLOR PHOTOS W/NEG

TAKEN AT THE MED ON 4/7/94

48

NUM ↑

32

FILE: ME-0046828-1A (164A)

1A NO | DESCRIPTION

0019 | COLOR PHOTOS W/NEG

TAKEN AT THE MED ON 4/8/94

0018 | COLOR PHOTOS W/NEG

TAKEN AT THE MED ON 4/8/94

0017 | FAA AIR TRAFFIC CONTROL CENTER TAPE RE FED EX 705 DC-10 FLIGHT

164AM-46828-1A

5

1A7

Universal File Case Number 164A-ME-46828

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4-13-94

From \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
(Address of Contributor)Memphis TN  
\_\_\_\_\_  
(State)

By \_\_\_\_\_

(Name of Special Agent)

To Be Returned ☒ Yes ☐ NoReceipt Given ☒ Yes ☐ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☒ Yes ☐ No

Title:

Reference: \_\_\_\_\_

(Communication Enclosing Material)

Description: ☐ Original notes re interview ofb3  
b6  
b7C

b3

1A (18)

Universal File Case Number 164A-ME-46828

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94From FBI Memphis  
(Name of Contributor)

(Address of Contributor)

Memphis, TN  
(City and State)By STANLEY O. MITCHELL  
(Name of Special Agent)To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☐ Original notes re interview of

Color photographs w/negatives of

TAKEN AT "The Med" Memphis

TN 4/8/94.

FD-613 (5-5-82)

PHOTO IDENTIFICATION

Subject or

Name (Last, First, Middle)

Office File #

104A-Ms-35342

Bufile #

Nationality

Race

Date of Birth

Sex

Height

Weight

Eyes

Hair

Date of Photo

SSAN

FGPT/NCIC Class

FBI No.

Scars, Marks, Tattoos

Location

PHOTOGRAPHER

Photographer

b6

b7C



1A19

Universal File Case Number 164A-ME-46828

Field Office Acquiring Evidence \_\_\_\_\_

Serial # of Originating Document \_\_\_\_\_

Date Received 4/8/94From FBI  
(Name of Contributor)

(Address of Contributor)

Memphis, TN  
(City and State)By \_\_\_\_\_  
(Name of Special Agent)To Be Returned ☐ Yes ☒ NoReceipt Given ☐ Yes ☒ No

Grand Jury Material - Disseminate Only Pursuant to Rule 6 (e)

Federal Rules of Criminal Procedure

☐ Yes ☒ No

Title:

Reference: \_\_\_\_\_  
(Communication Enclosing Material)Description: ☐ Original notes re interview of

Color photographs w/ negatives

Taken at "The Med", Memphis

TN. 4/8/94.

b6  
b7Cb6  
b7C

FD-613 (5-5-82)

PHOTO IDENTIFICATION

Subject or

Name (Last, First, Middle)

Office File #

Bufile #

Nationality

Race

Date of Birth

Sex

Height

Weight

Eyes

Hair

Date of Photo

SSAN

FGPT/NCIC Class

FBI No.

Scars, Marks, Tattoos

Location

Photo

PHOTOGRAPHER

b6

b7C